

INFO **EDUARD**

Vol 16, March 2017

ISSUE 81



price US \$ 0.00



KING SIZE

eduard

INFO **EDUARD**

ISSUE 81

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Editorial and Graphics - Marketing department, Eduard - Model Accessories, Ltd.

MARCH 2017

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April 2017

EDITORIAL

The moment I got back from Nuremberg I read about how the fair is in a downward spiral and a waste of time to attend. From Jindra Sterbacek we found out that the fair is in reality only a vehicle for eastern European firms, because first and foremost, it's the Czechs and Slovaks that still have in their heads the magical aura surrounding the fair created in the eighties by Vaclav Sorel in the magazine ABC. For the younger and foreign readers not familiar with ABC, it was a magazine for young technically oriented readers, a quality bi-monthly publication dedicated to the popularisation of science and technology among the young. The editor, by the way, of the for its time a quality piece of work, was Vaclav Sorel, still an energetic seventy something man, that has made a lasting impression on several generations of plastic modellers in Czechoslovakia. I would even say that without Vaclav, the quality of the modelling industry and hobby in the Czech Republic or Slovakia would not be what it is today. Not by a long shot. Nevertheless, I do have to protest and correct Jindra's oversimplification of the matter. It is true that Nuremberg, as covered annually by ABC, represented a holy grail for us and in 1991, we set off to attend the fair convinced that it was there and only there that we would form the necessary contacts to open the door for our products to the rest of the world. And, at least as far as I am concerned, Mr. Sorel was truly responsible for that. To this day, I feel deeply indebted to Vaclav, because lo and behold, he was right. In February, 1991, Nuremberg was a window to the new world, a world of commerce and opportunity. Us naive eastern Europeans must've made some impression, with our odd clothing, odd language and odd perceptions regarding business principles must've evoked some smiles. Most of our attempts at contacts were for naught. Only two were really successful. But they proved to be very significant and absolutely formative for us. In 1991, we made contact and began working with MMD/Squadron Signal in the USA, represented by Chuck Harransky and Jerry Campbell, and with Beaver in Japan and its owner, Mr. Nori Ono. We are working with both of these firms to this day. Although both of these firms today have different owners and leadership, they are still among the most significant of our partners. Of course, we met with them this year as well, with Beaver, Brian Keaney and Scott Hards, with whom we spent four days, for Beaver had their stock at our stall and much of their meetings were held there.

Of course, nowadays, we don't travel to Nuremberg because it was written about in ABC. Our position after twenty-six years is completely different, but what has not changed is that the toy fair has remained a centrepiece in our show schedule. Out of all of the shows that we attend throughout the year, none come close to Nuremberg in terms of the number of our retail partners that we meet. It is here and only here, that retailers and manufacturers alike come from all over the world, and weather or not they have their own stall is irrelevant. They always find the time to visit our stall, many of them hold meetings with us and we even

serve as a rest stop. That doesn't bother us at all, the stall is very lively, it's enjoyable, and we value it. We thank all those who visited us this year, and who signed our 'Wall of Fame'! I would also like to thank all those that attended our press conference. The conference room wasn't exactly bursting at the seams, but it is headed in that direction. Thank you, my friends!

And what of the overall show? That's a tougher question to answer. On first glance, it has died off, and in some ways more than others. Personally, I think that the switch from a four day event to a six day affair a few years back had a negative effect on the show. This increased the cost of attending for every participant. It's not only about renting the stall, but also the cost of accommodations, food, and other essentials. We may only be talking about a couple of days, but the associated costs rose by some 50 percent. The other result of the extension was an increase in boredom. Four days allowed just enough time to do what needed to be done, and there was plenty of excitement. Before you knew it, it was all over, but you had the sense that it could've gone another day, and you didn't really want to go home. Six days; that's something else altogether. Everything slows down, the number of meetings doesn't really increase correspondingly, They just sort of spread out throughout the additional days. The worst is the Monday, when everything is done, and about all you can do is buy some Nuremberg gingerbread cookies as a souvenir. There is nothing else to do, and all are looking forward to getting back home while the organisers hand out threatening letters promising fines and bans on anyone who leaves the fair early. That's a huge drag, unfortunately. It has been announced that next year's show will be shortened to five days, but I fear the principle of not giving up anything gained will probably hold true in terms of pricing. It then becomes understandable, that smaller firms have difficulty in attending. If they come, they come for a day or two. But that's not a reason for skepticism. The toy fair will not end, and model companies will not stop coming. They will come for the good experience if nothing else, and will always be welcome to stop by our stall for some beer, or coffee, and something sweet to munch on.

Then there are the grumblings about there not being enough new items. That was here last year, too. I would suggest that this has not much to do with the show. It's more likely a correction in response to the recent boom brought on by a host of new manufacturers following the quiet period from 2008 to 2010, some older firms found their second wind with a new investor, and the end result was some pretty hectic activity. There was no increase in modellers, perhaps even the opposite, and in the end, no one made as much as they had hoped to. What inevitably follows a boom is a state where sobering realities kick in, a reduction in plans, downsizing, wound licking and a search for solutions. To all of our colleagues with all of the other manufacturers, I wish innovative ideas and a lot of patience, and to all modellers the assurance that the end of our field is not nearing. In fact, I believe that the best years are still to come. For Nuremberg, we even inaugurated a new battle cry: MAKE KITS GREAT AGAIN!

And then there were the Models of the Year. They should represent the best of the best from the year that was. Sometimes they do, sometimes they don't. Unfortunately, there's nothing that can compare to the Oscars in modelling. I am constantly thinking about how to change that, how to establish some sort of an Academy in modelling.....yeah, I know.... What goes up, must come down, so back to the ground. Medals are given out, as I read somewhere, weather in a naive manner or politically. It's probably best to act as if it doesn't happen at all. In any case, this year we received, I believe, the 26th medal for the Model of the Year. Some say that it isn't the same as it was before. I held that view for a while too, but realized it wasn't that way

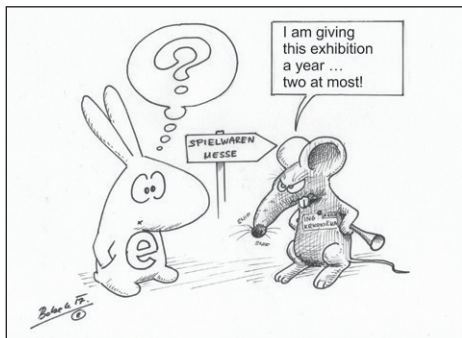


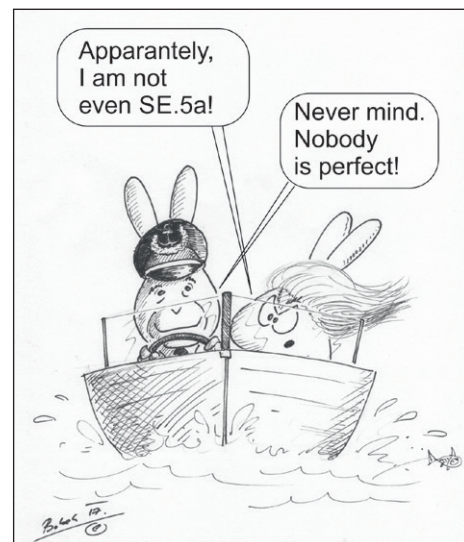
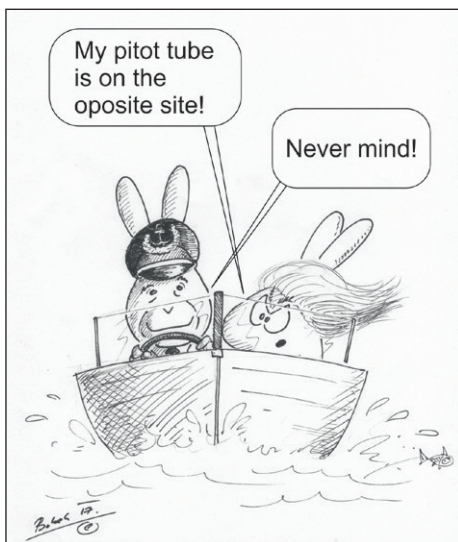
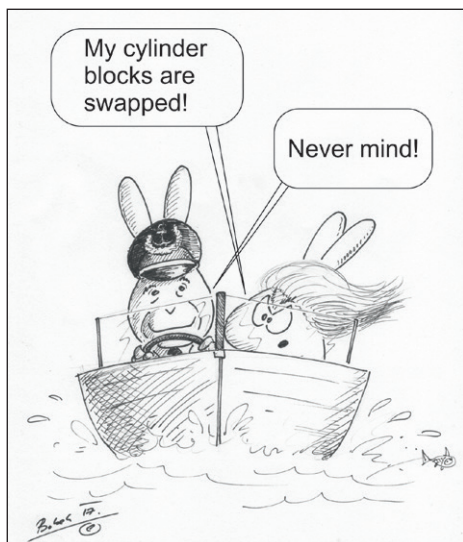
at all. Simply put, it's better to receive a medal than to not receive one at all. And I congratulate all that received one, first and foremost, to Tamiya. What is there to talk about? THAT'S quality. I also congratulate Stepan Stransky. Even the quiet side has right to some satisfaction.

Last Friday, we had a chat session, and it wasn't bad at all. We should really do that more often, at least once every quarter. We could also introduce clues to the admissions kit. It can be thought about here and now. The upcoming E-day admissions kit will have three wheels and will be of a machine made in Czechoslovakia. And surprisingly, the admissions kit for ModellBrno will have a connection to Brno.

What's new otherwise? Unnecessary question. We know, that you know that we know that you secretly read our distributors' newsletter. You know all that there is to know about the SE.5a, and it was even included in the aforementioned Friday chat. A word of warning. It was shown that we have a mistake in the instructions, where the engine block parts are reversed and also the wing struts with the pitot tube are on the wrong side. The product page on our website has the correct instructions, and we apologise for the mistake. But no one's perfect. Other than that, the model's pretty darn good, and I must say it is the best to our abilities. But those abilities will become even more impressive. We have a plan to undertake some specialised training and in February we began an investment programme to improve our equipment. We began the modernization of our electroabrasive machine and I am very anxious to see the return on the investment.

And then we have our Tiffy, the car-door Typhoon Mk.Ib, based on the Hasegawa kit. Contrary to original thinking, this kit does not include markings for Czechoslovak Squadron Leader Jiri Manak. The reason is the recent uncovering of new information regarding Manak's most famous machine. It mostly concerns the cockpit area, and the fact that this aircraft didn't have the antenna mast. This is not an option in the Hasegawa kit. We decided to hold back 1,000 kits from the March Tiffy release, add a new canopy and release as a Special Limited Edition kit under the name of Manak Express. There will also be other options for aircraft from that specific series, to keep things interesting, and to complicate them a bit, Manak's second machine will also be included which did have the antenna mast. It will go on sale at E-day, and a note of warning, these will go like hotcakes. I will attempt to make them available for pre-orders, to give you a crack at them as well. Manak Express will in all likelihood be the star attraction of this year's E-day, because I do have one bit of bad news to divulge. It is beginning to look like that Liberator Mk.V in 1/72nd scale will not be ready in time for E-day. That project is beginning to drag out, there is a whole pile of conversion bits needed for it, the design is not yet finalised and it's beginning to look





more and more like September is too optimistic for a release timetable. It's looking more like March, 2018, so how about next year's Prosek show? A few notes about the current Tiffy kit. We chose six marking options to best cover the early version Typhoon. I think that even without Manak's TP-N it's an attractive assortment to choose from, even if due to the noted reason, the available kits have fallen to 2,000. By that I am trying to indicate that this will disappear from the shelves pretty fast, a fact applicable to the majority of our Limited Edition kits. I don't know why, but it always reminds me of Pulp Fiction.

Then we've got a couple of Weekend kits in 1/72 scale, the Spitfire Mk.IXc Late, which is the most attractive of all the Nines, and the Fw 190F-8, which is nothing to sneeze at either. The icing on the cake comes in the form of the re-release of the Spitfire Mk.IXc Early Series, correctly designated F Mk.IX in 1/48th scale. It's been missing from the catalogue for a while and the time has come to bring it back. Similar returns will more or less become a rule in the coming months. Along with the Spitfire and the SE.5a, OVERTREES are being offered, and what's more, and completely new, is that OVERTREES are also being made available for the Typhoon in a limited form. It's the first time that OTs are being offered for a Limited Edition kit and today marks the beginning of this practice. But note, there will only be 300 sets of OTs available

for the Tiffy. If they survive in stock past the first week, their sale will in any case close on March 31st, 2017. I wouldn't wait! procrastinators have no right to complain later. There will likely be no OTs for the Manak Express kits.

Turning our attention to accessory kits, noteworthy are those for the SE.5a. They are not daunting items, covering mostly small details, but do bring something to the table. Who does want something a tad more involved can reach for the other Mosquito engine in 1/32nd scale. If I am not mistaken, this time it's the right unit. For the Tiffy we have an exhaust set, and based on popular (Czechoslovak) demand, two types of upper engine covers for the 1/48th scale Spits. Initially, we didn't want to go into these, because resin is somewhat variable and unpredictable with respect to final dimensions. And, we were right. There are complaints that the covers don't precisely fit. And they won't. The notion that a dedicated modeller will find a way seems to apply in this case. At the moment, I can't think of another way.

Photoetched sets are being released for the 1/32 scale B-17F which are similar beasts to the B-17G. The 1/48th scale lineup is being led by the Su-27 and MiG-25RBT, for which there were a lot of requests after the respective kit releases. Hopefully, the demand is still there. There is only one set being offered in 1/35th, that for the Tamiya M-40 self-

propelled gun. I would also like to point out new ZOOM sets and Steelbelts at this point in time. A complete listing can be found later in this newsletter. After a bit of a lull at the beginning of the year, we are returning to the usual number of new items, and we believe that everyone will find something to wet their palette. All that don't sell out beforehand will be available at Prosek on March 18th. I will also be there and will happily answer all of your questions.

And finally, to end today's introduction to our newsletter, I have a request to make. We are working on Facebook postings related to our 25th anniversary. For some of our events and products, we don't seem to have any documentation. If any of you should have some of our first kits, or photographs of our vendor tables from shows long ago and would be willing to provide copies, we would be extremely grateful. In the case of models, photographs would suffice there as well. In the case of kits, we are most interested in the oldest kits, the Sopwith Schneider in 1/72, or the Fokker E.III in 1/48th, or even old cast kits carrying the Eduard brand, the Fokker D.VIII, Fokker D.VI or the Ki-115 Tsurugi.

That's it for now my friends. I wish you a pleasant read of the current newsletter. Happy modelling!

Vladimir Sulc



MAKE KITS GREAT AGAIN!



NUREMBERG 2017



NUREMBERG 2017



Jindřich Štěrbaček, Chief Editor
of Modelář magazine



Mark Peacock,
Valliant Wings



Scott Hards,
Hobby Link Japan



Steffen Arndt
IPMS DE

Volker Helms,
President
IPMS DE





INTELLIGENCE OFFICER

BASE HEADQUARTER

WALL OF FAME



Vincenzo Auletta, boxarts, artist, graphic designer



Jason Lake, free lance researcher, former LSA comp., distributing Eduard products in the UK.



Petr Veselý, Czech Republic, Plus Model company



April Ji, Academy South Korea



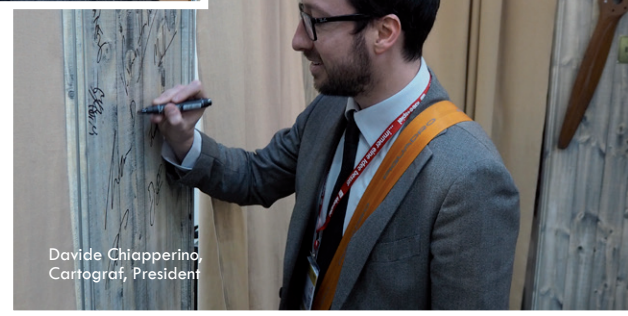
Marc Pradignac, freelance designer (Tamiya)



Ortmar Hellinger, Flugzeug Classic magazine



Omar Smékal, retailer, Czech Republic



Davide Chiapperino, Cartograf, President



Ivo Braghin from Italy, freelance designer (Revell)



Jill Verswyvel, MMD



Gary Hatcher, Chief editor of SAM, Guideline Publication





Mark Peacock, UK,
Valliant Wings,
publisher



Andrzej Malysz,
retailer of Poland



Tomoko Ono, LOIC Comp.,
electric equipment
for the plastic kits



Alfred Riedel,
Special Hobby
production
manager



Finito Benito! We are moving home!

KING SIZE

1914-2014
1918-2018



100TH
ANNIVERSARY



eduard

NEW TOOL

SE.5a 1/48

1/48, Cat. No. 82131

- plastic parts Eduard
- photo-etch set
- painting mask
- decals Cartograf
- 5 markings

Product Page

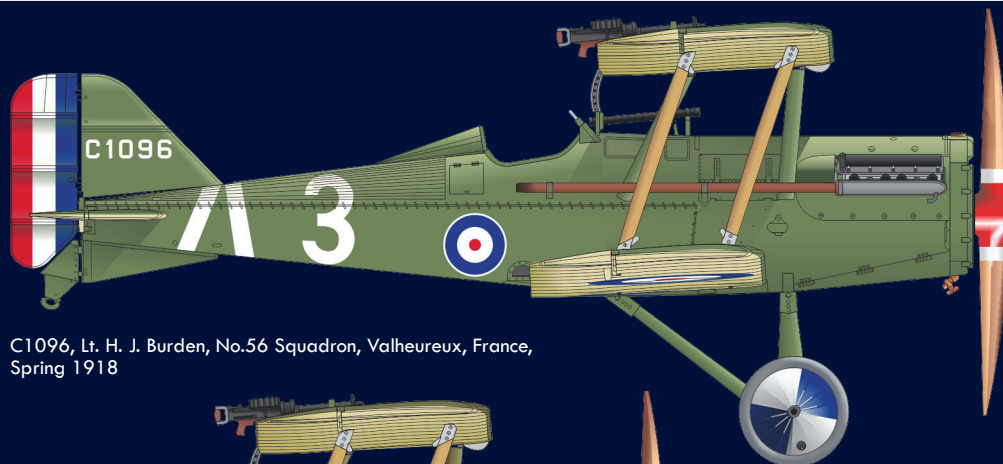
RECOMMENDED:

- 48915 SE.5a stretchers (PE-Set)
- 648296 SE.5a propeller two-blade (left rotating) (Brassin)
- 648297 SE.5a propeller two-blade (right rotating) (Brassin)
- 648298 SE.5a radiator - Wolsley Viper (Brassin)
- 648299 SE.5a guns (Brassin)

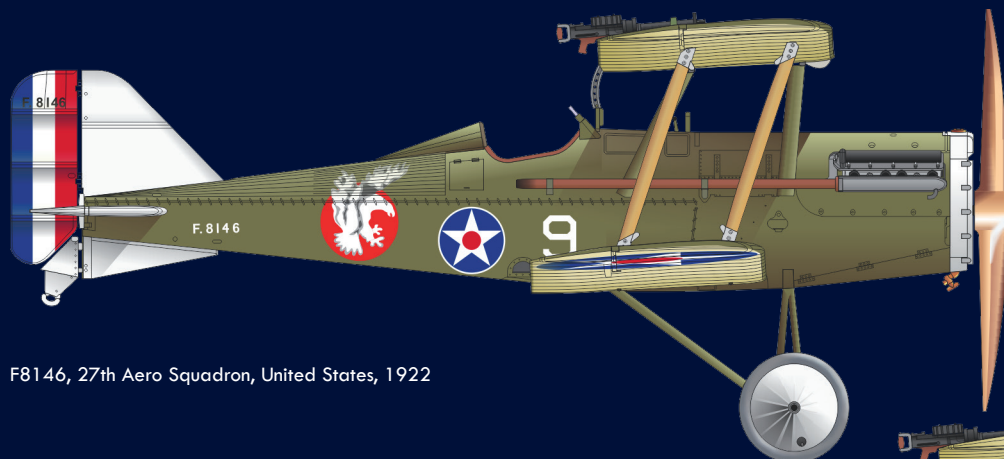


Assembly video





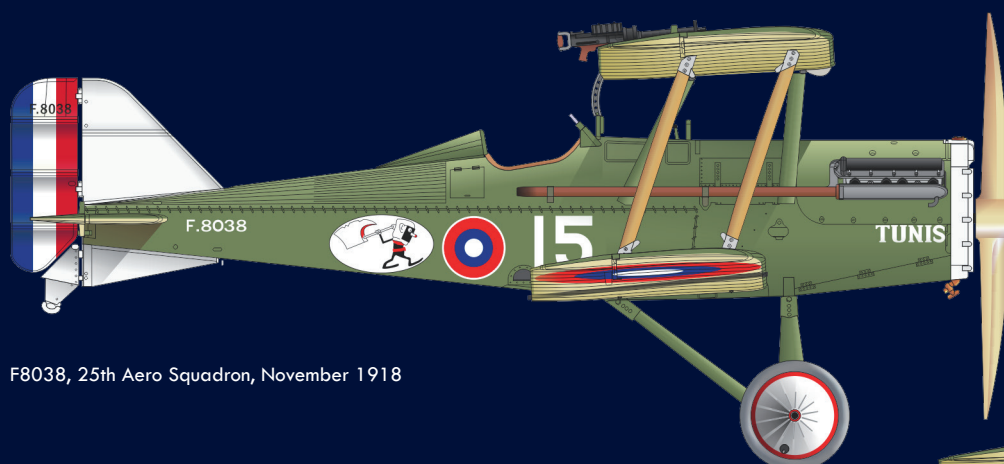
C1096, Lt. H. J. Burden, No.56 Squadron, Valheureux, France, Spring 1918



F8146, 27th Aero Squadron, United States, 1922



F8953, 2nd Lt. S. C. Elliot, 85th Squadron, Ascq, France, December 1918



F8038, 25th Aero Squadron, November 1918



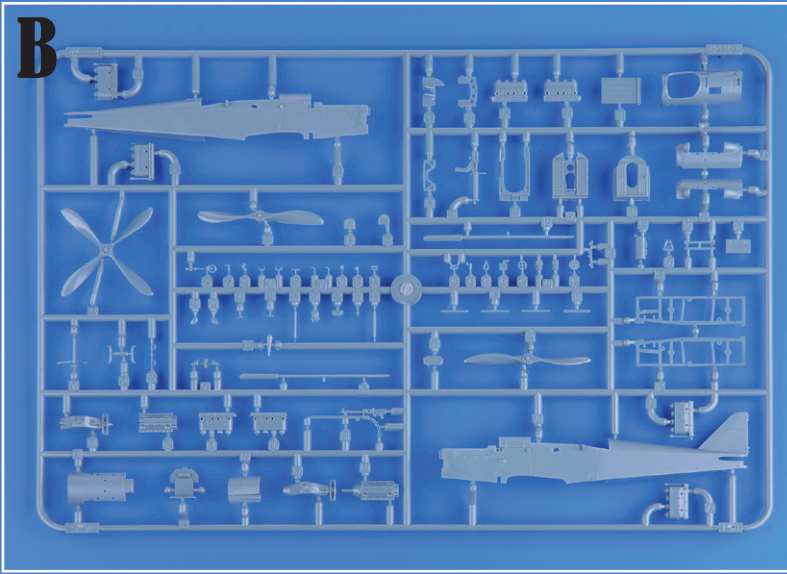
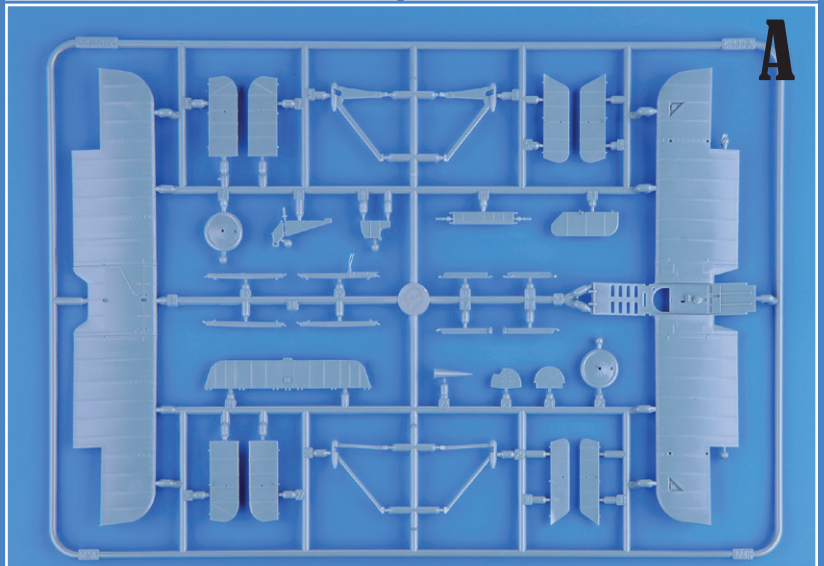
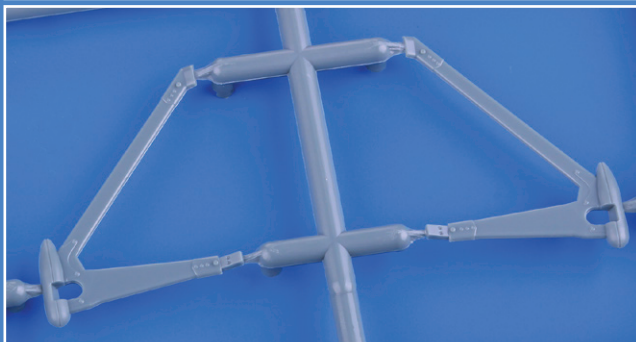
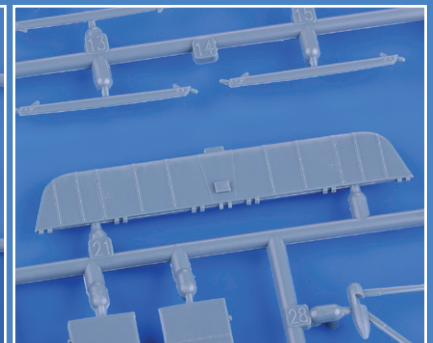
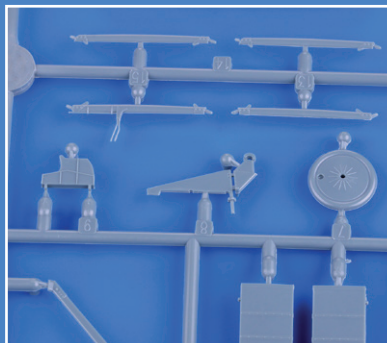
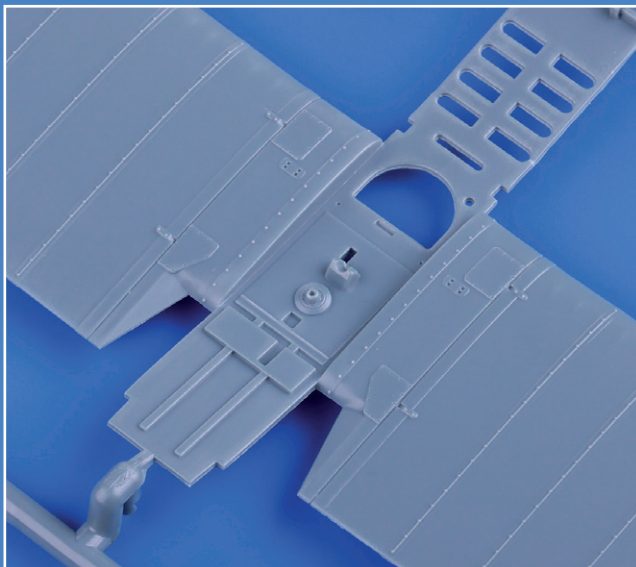
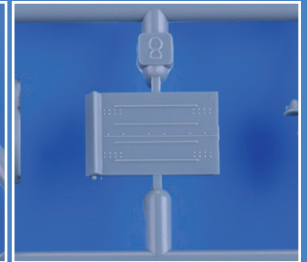
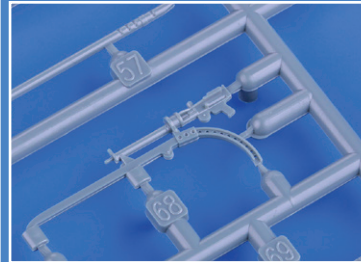
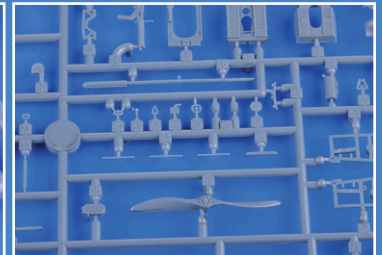
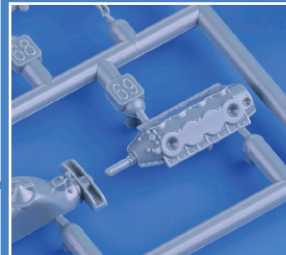
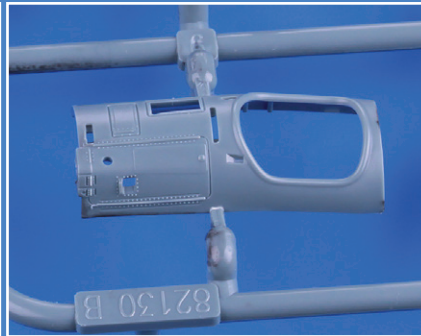
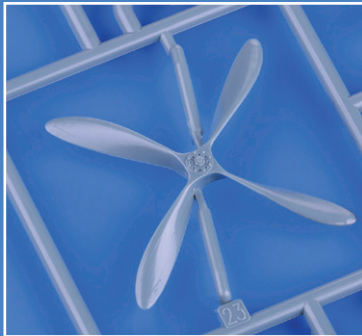
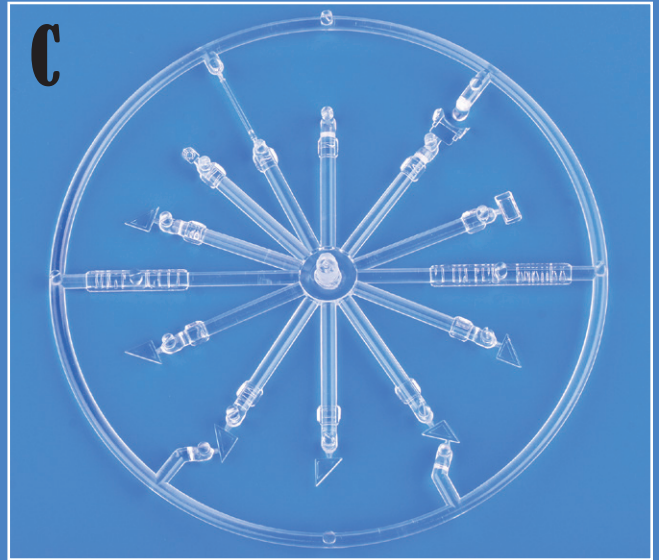
C1149, Capt. D. W. Grinnell-Milne, No.56 Squadron, Bethencourt, France, January 1919

SE.5a

1/48



SE.5a 1/48

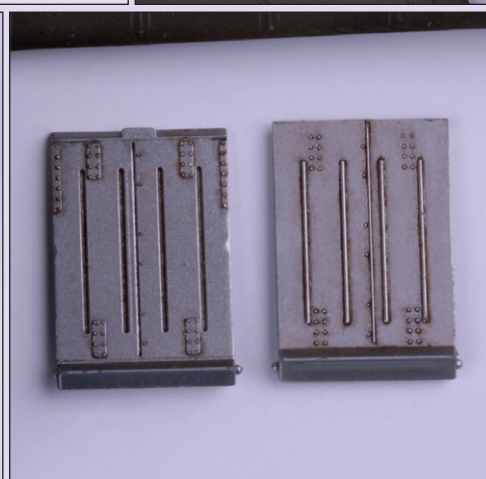
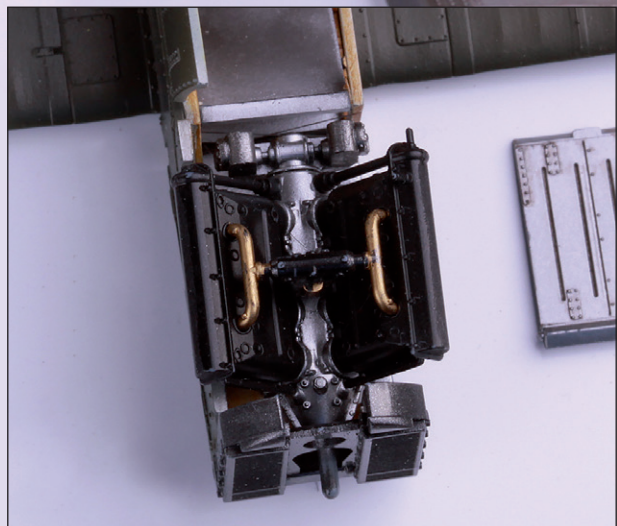
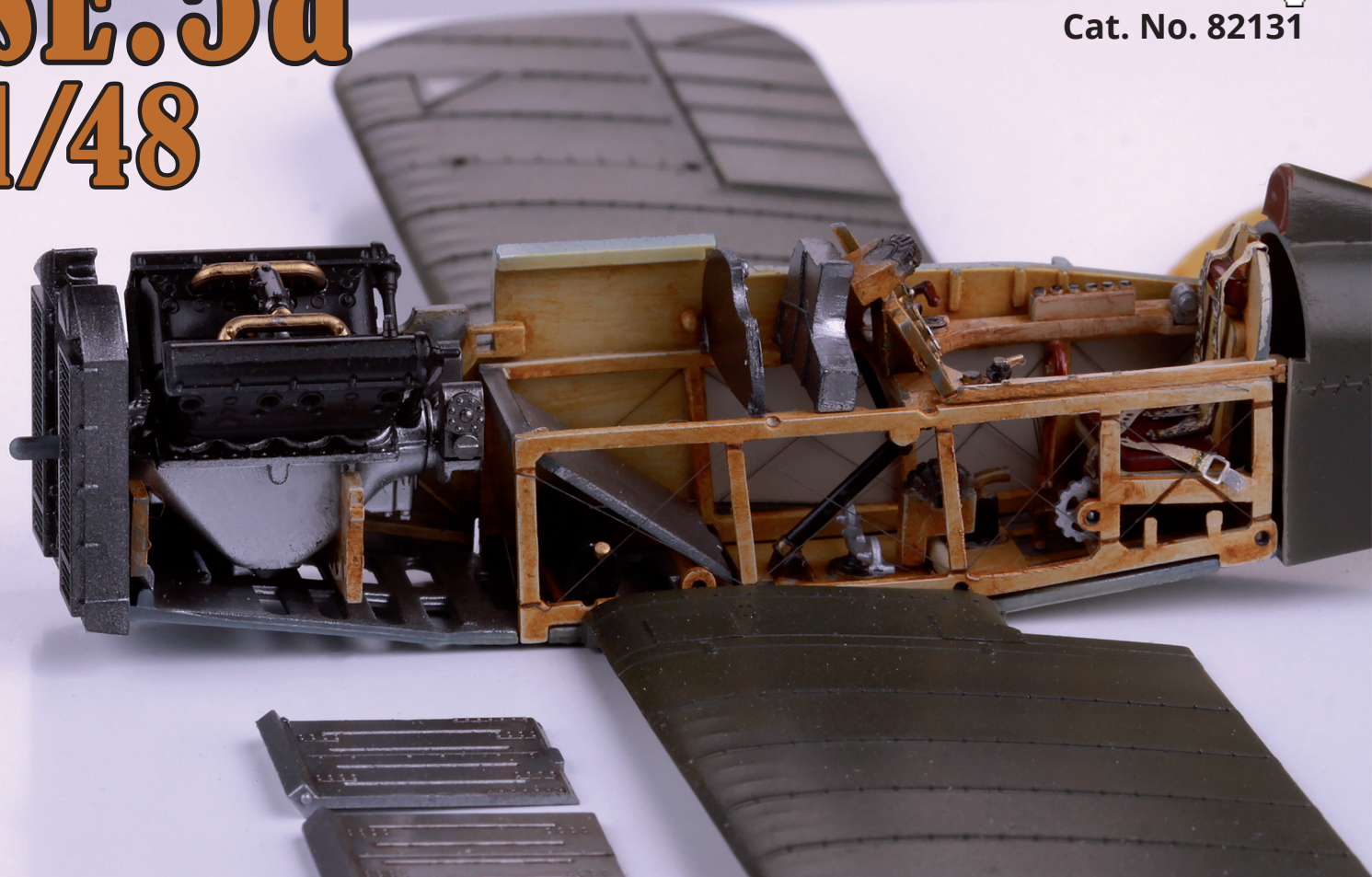
B

C

A

SE.5a

1/48

Product Page

Cat. No. 82131



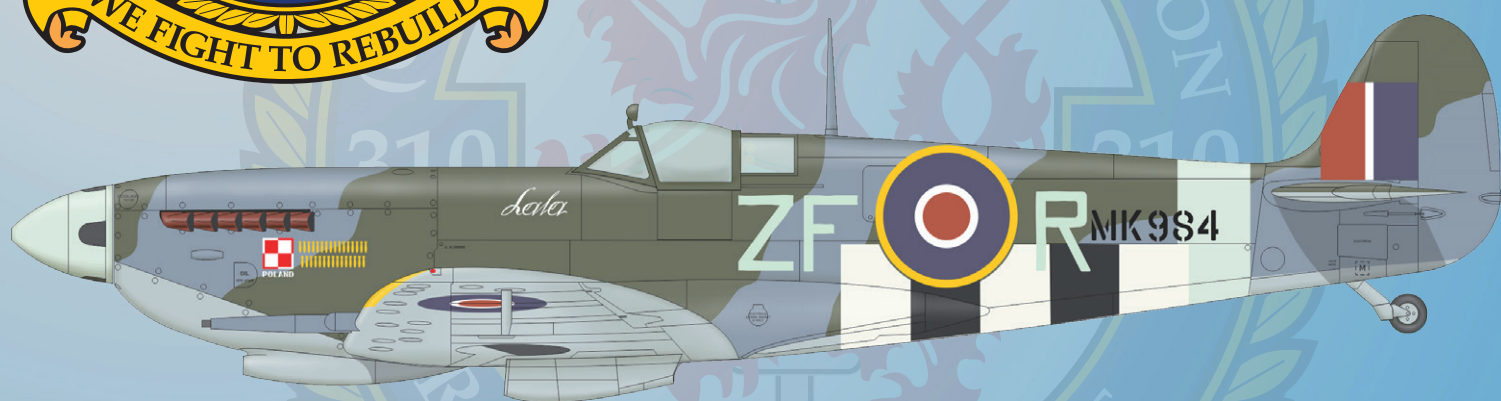
WEEKEND
edition

Spitfire Mk.IXc late version

1/72, Cat. No. 7431



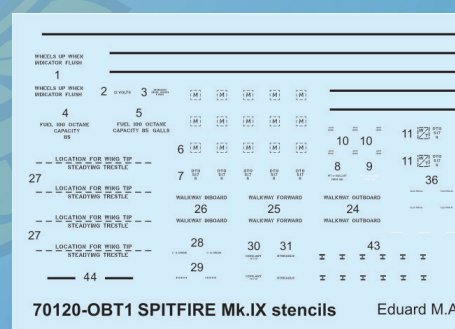
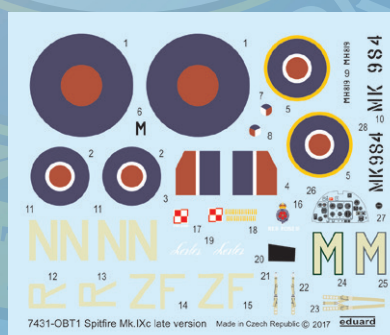
s/n MH819, No. 310 Squadron, RAF Appledram air base, mid June 1944



s/n MK984, No. 308 Squadron, Sint Denijs Westrem airfield (B.61), Belgium, end 1944

- 2 markings
- decals Eduard

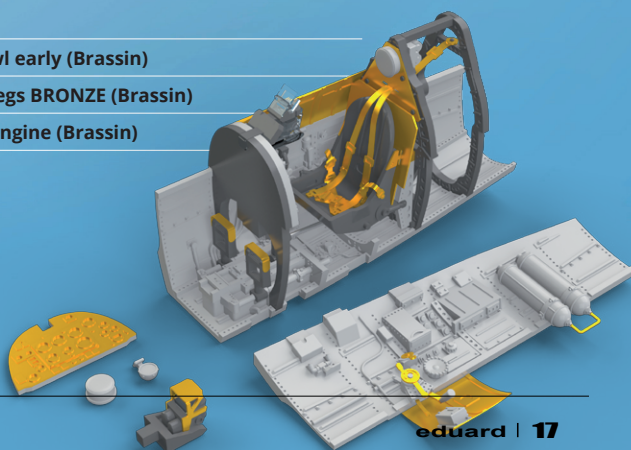
Product Page



RECOMMENDED:

- 72623 Spitfire Mk.IX landing flaps (PE-Set)
- 72624 Spitfire Mk.IX (PE-Set)
- 672106 Spitfire Mk.IX wheels - 5 spoke, smooth tire (Brassin)
- 672107 Spitfire Mk.IX wheels 5 spoke, w/pattern (Brassin)
- 672110 Spitfire exhaust stacks - fishtail (Brassin)
- 672112 Spitfire Mk.IX cockpit (Brassin)
- 672121 Spitfire 500lb bomb set (Brassin)
- 672122 Spitfire drop tank (Brassin)
- 672124 Spitfire top cowl late (Brassin)

- 672123 Spitfire top cowl early (Brassin)
- 672134 Spitfire Mk.IX legs BRONZE (Brassin)
- 672142 Spitfire Mk.IX engine (Brassin)



Spitfire Mk.IXc early version 1/48

ProfiPACK
edition



1/48, Cat. No. 8282

- plastic parts Eduard
- photo-etch set
- painting mask
- decals Cartograf
- 5 markings

Product Page

RECOMMENDED:

648098 Spitfire wheels - 5 spoke (Brassin)

648099 Spitfire exhaust stacks fishtail (Brassin)

648100 Spitfire Mk.IX cockpit (Brassin)

648108 Spitfire drop tank (Brassin)

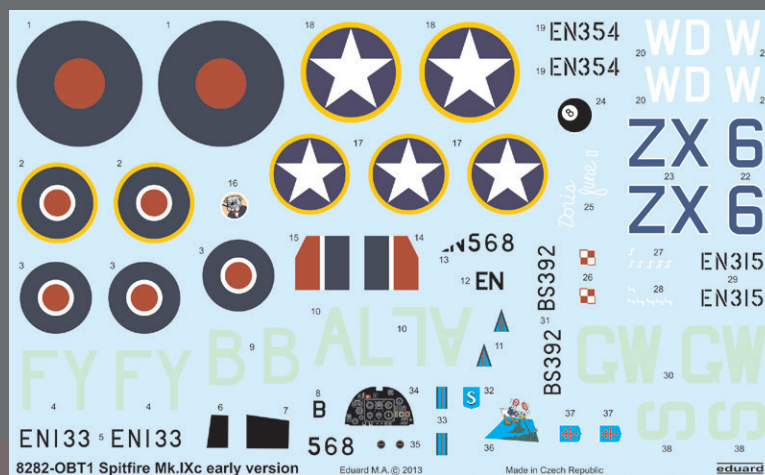
648109 Spitfire 500lb bomb set (Brassin)

648115 Spitfire wheels - 4 spoke (Brassin)

648116 Spitfire 90gal slipper tank (Brassin)

648113 Spitfire Mk.IX gun bay (Brassin)

648119 Spitfire wheels - 5 spoke, smooth tire (Brassin)



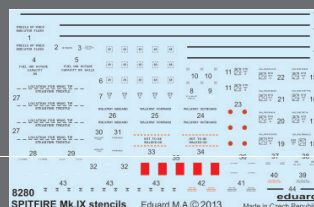
648120 Spitfire - radio compartment (Brassin)

648099 Spitfire - exhaust stacks fishtail (Brassin)

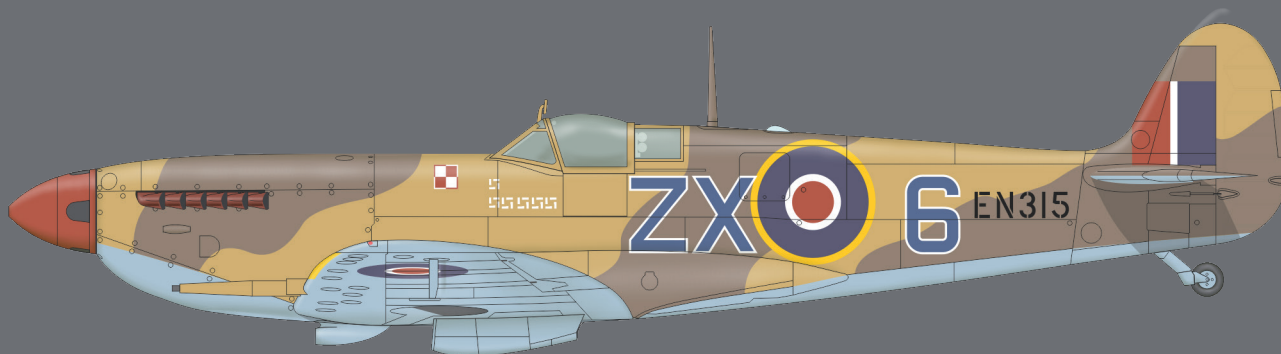
648124 Spitfire undercarriage legs BRONZE (Brassin)

648112 Spitfire Mk.IX engine (Brassin)

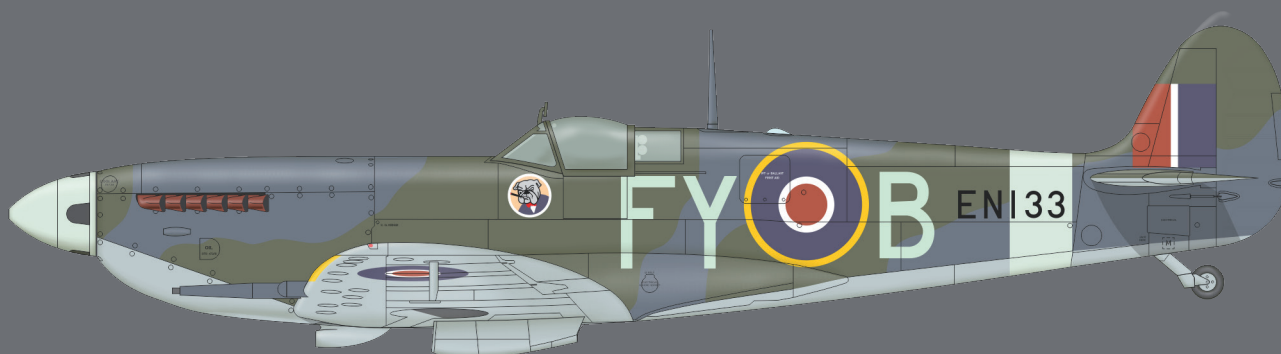
648305 Spitfire Mk.IX top cowl early (Brassin)



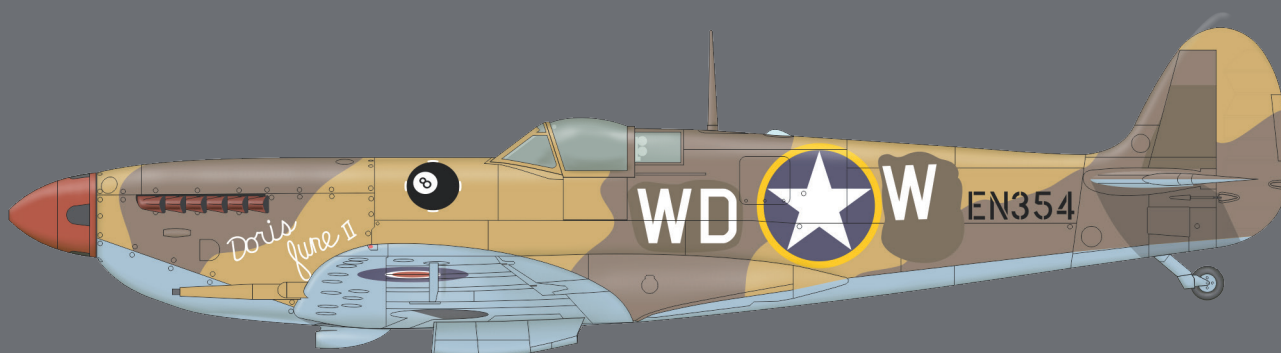
REEDITION



EN315, S/Ldr. Stanislaw Skalski, Polish Combat Team, Northern Africa, Spring 1943



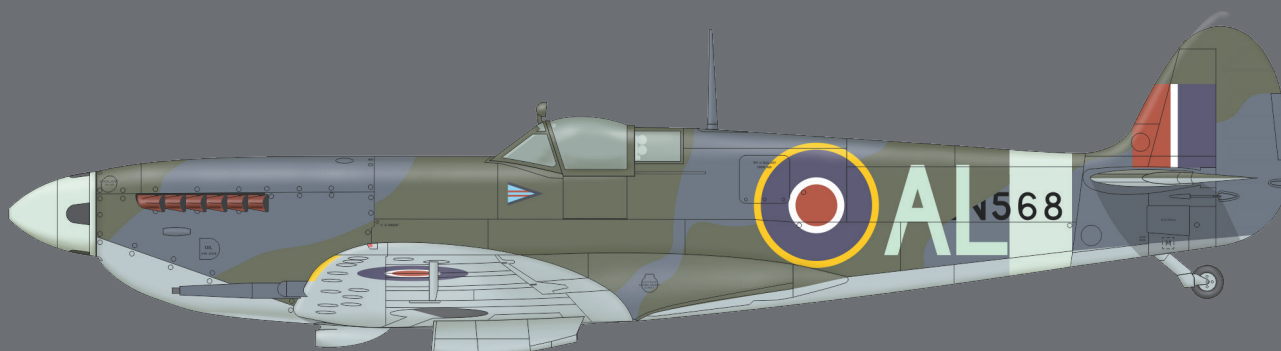
EN133, No. 611 Squadron, Biggin Hill, Early 1943



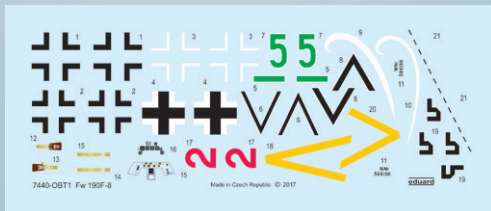
EN354, 1st Lt. Leonard V. Helton, 52nd FG, 4th FS, La Sebala Airfield, Tunisia, June, 1943



BS392, S/Ldr. Bernard Dup  rier, CO of No. 340 Squadron, Biggin Hill Airbase, Autumn 1942



EN568, W/Cdr. Alan C. Deere, CO of Biggin Hill Wing, Biggin Hill Air Base, June, 1943



SG 2, Hungary, late 1944 / early 1945



W. Nr. 586188, Stab III./ SG 10, Vysoke Myto, Czechoslovakia, May 8th, 1945

- 2 markings
- Decals Eduard

Product Page

RECOMMENDED:

73033 Fw 190A-8 seatbelts SUPERFABRIC (PE-Set)

73589 Fw 190F-8 Weekend (PE-Set)

SS589 Fw 190F-8 Weekend (PE-Set)

672081 Fw 190A-8 cockpit (Brassin)

672084 Fw 190A-8 MG 131 mount (Brassin)

672082 Fw 190A-8 engine (Brassin)

672086 Fw 190A propeller (Brassin)

672088 Fw 190A-8 engine & fuselage guns (Brassin)

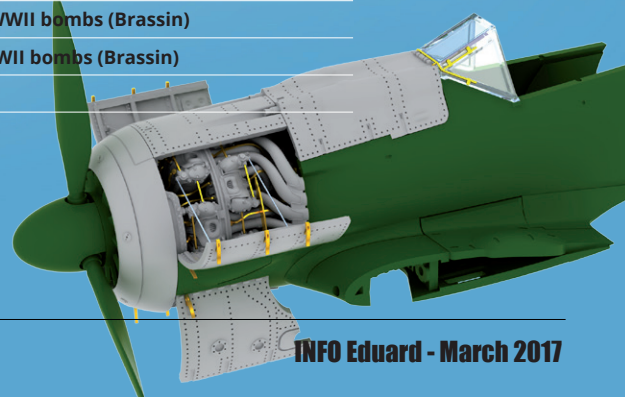
672085 Fw 190A exhaust stacks (Brassin)

672080 Fw 190A wheels LATE (Brassin)

672113 SC 250 German WWII bombs (Brassin)

672115 SC 50 German WWII bombs (Brassin)

CX479 Fw 190F-8 (Mask)



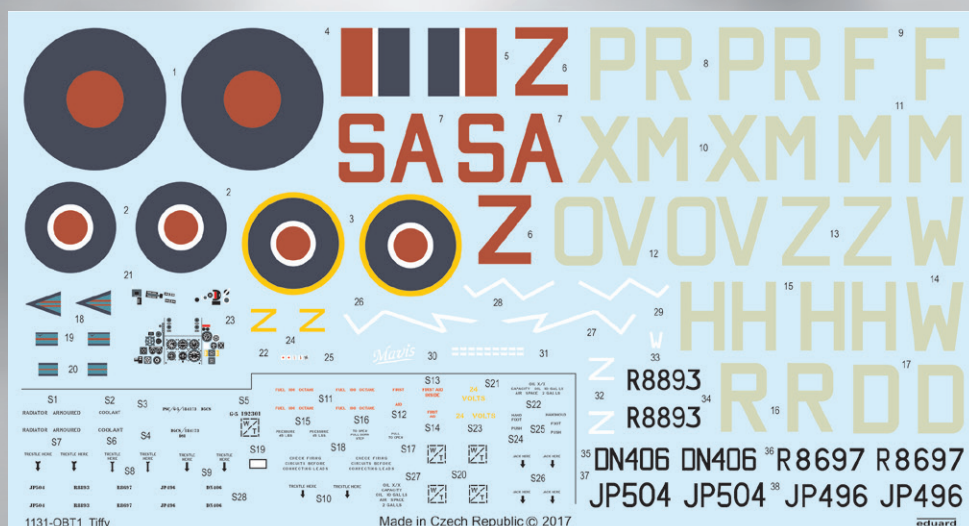


1/48

TIFFY

1/48, Cat. No. 1131

- plastic parts Hasegawa
- photo-etch set
- painting mask
- decals Cartograf
- 6 markings
- Brassin: two sets wheels and exhaust stacks



Product Page

RECOMMENDED:

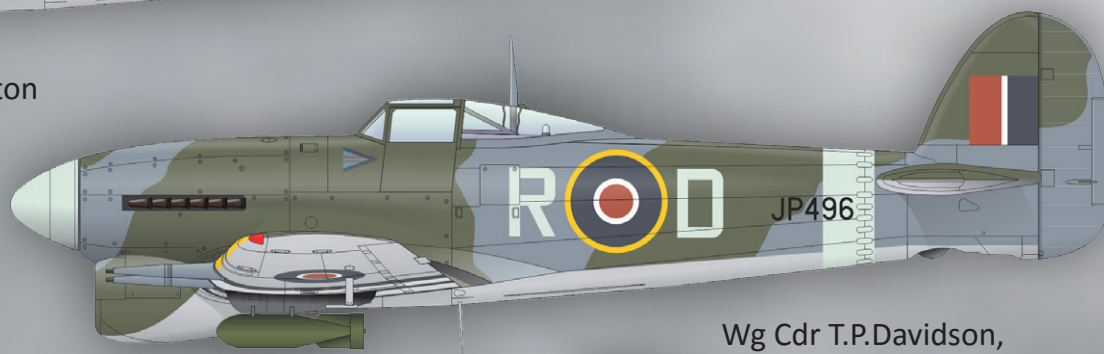
48916 Typhoon Mk.Ib upgrade set (PE-Set)

648315 Typhoon Mk.I exhaust stacks w/ fairing (Brassin)





No.609 Squadron, RAF Manston
air base, May 1943



Wg Cdr T.P. Davidson,
121st Airfield,
RAF Lydd air base,
December 1943



No.182 Squadron, RAF Martlesham
Heath air base, November 1942



Sqn.Ldr. T.P. Davidson,
No.175 Squadron,
RAF Lydd air base, July 1943

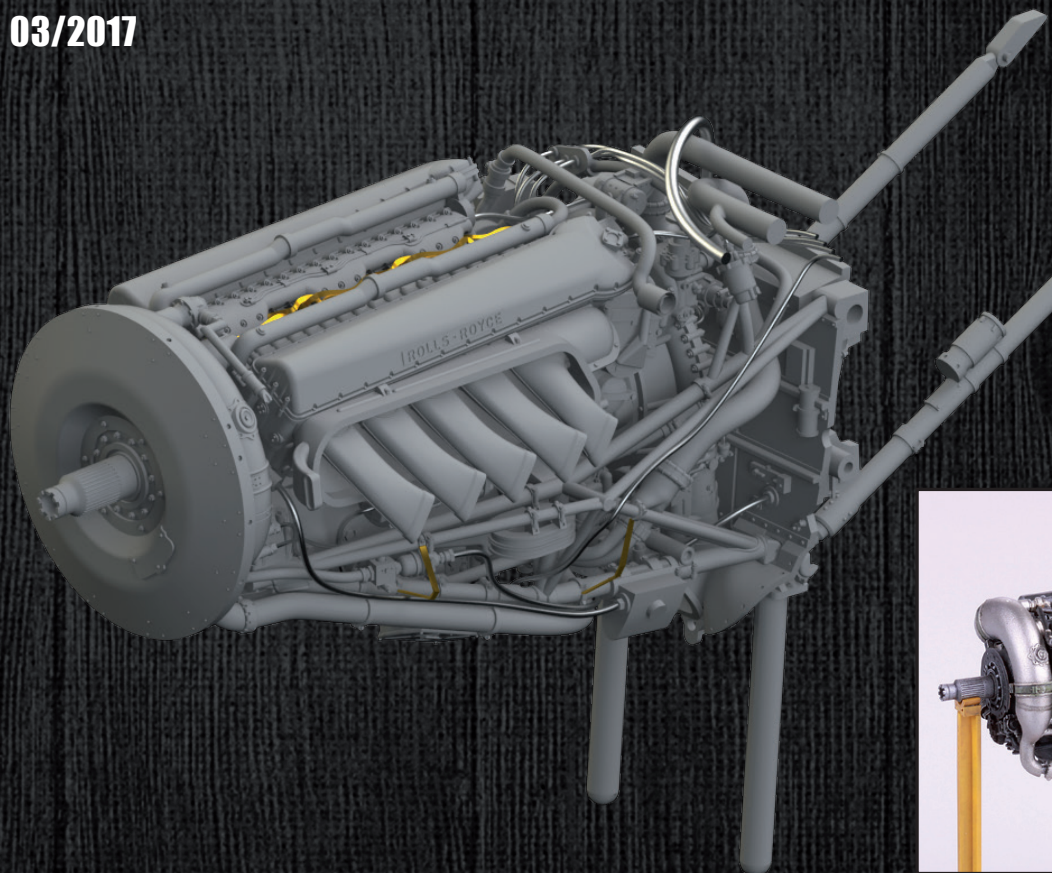


No.197 Squadron,
RAF Tangmere air base, 1943



No.486 Squadron RNZAF,
RAF Wittering air base, August 1942

03/2017

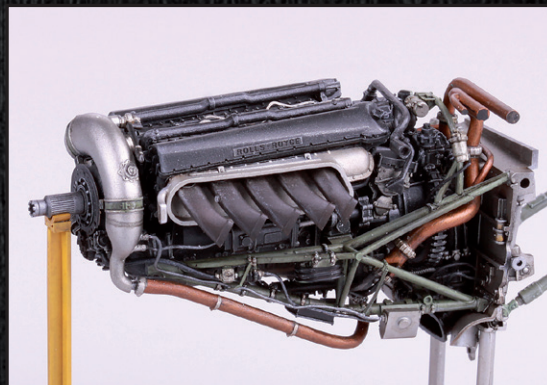


Brassin set - right engine for Mosquito FB Mk.VI in 1/32 scale by Tamiya. Set includes engine with cowling.

Set contains:

- resin: 89 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)



648296

SE.5a propeller two-blade (left rotating)

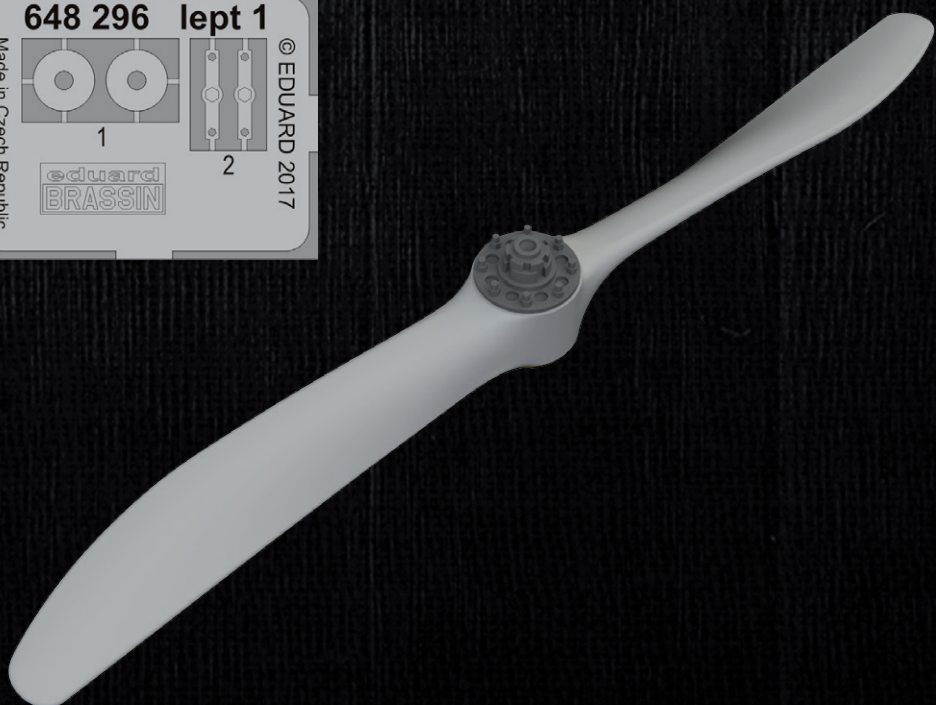
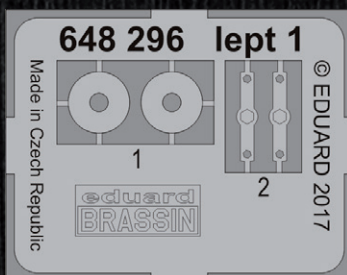
1/48 Eduard

Brassin set of two-blade propeller (left rotating) in 1/48 scale for SE.5a by Eduard.

Set contains:

- resin: 2 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)



Recommended for 82131 kit.



648297

SE.5a propeller two-blade (right rotating)

1/48 Eduard

Brassin set of two-blade propeller (right rotating) in 1/48 scale for SE.5a by Eduard.

Set contains:

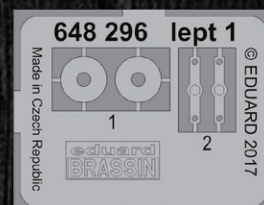
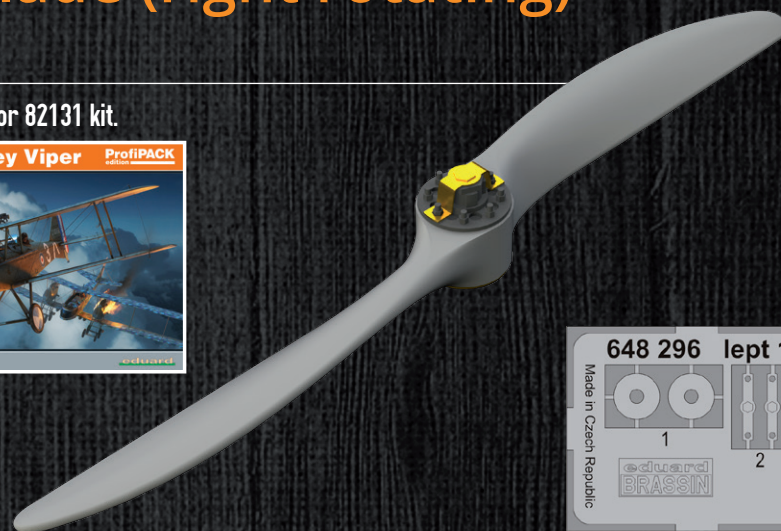
- resin: 2 parts.
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)

Recommended for 82131 kit.



1/48 scale



648298

SE.5a radiator - Wolseley Viper

1/48 Eduard

Brassin set of engine radiator for Wolseley Viper engine in 1/48 scale for SE.5a by Eduard.

Set contains:

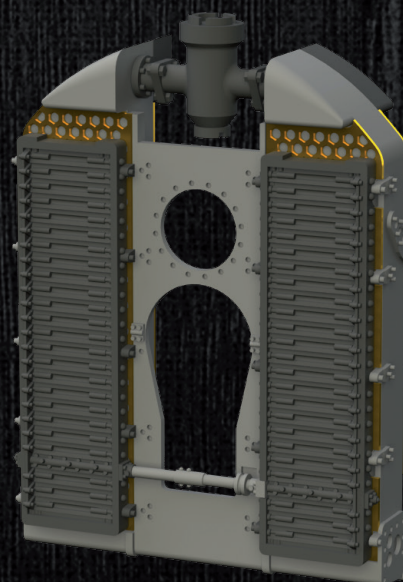
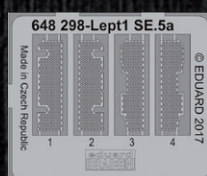
- resin: 4 parts,
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)

Recommended for 82131 kit.



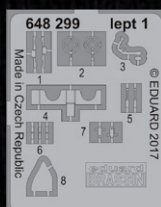
1/48 scale



Recommended for 82131 kit.



1/48 scale



648299

SE.5a guns

1/48 Eduard

Brassin set of machine guns in 1/48 scale for SE.5a by Eduard. Set contains Vickers Mk.I and Lewis Mk.II types.

Set contains:

- resin: 10 parts
- decals: no,
- photo-etched details: yes,
- painting mask: no.

[Stránka produktu](#)

648305

Spitfire Mk.IX top cowl early

1/48 Eduard

Brassin set of one-piece top cowl (early version) for Spitfire Mk.IX in 1/48 scale by Eduard.

Set contains:

- resin: 1 part,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)


648306

Spitfire Mk.IX top cowl late

1/48 Eduard

Brassin set of one-piece top cowl (late version) for Spitfire Mk.IX in 1/48 scale by Eduard.

Set contains:

- resin: 1 part,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)

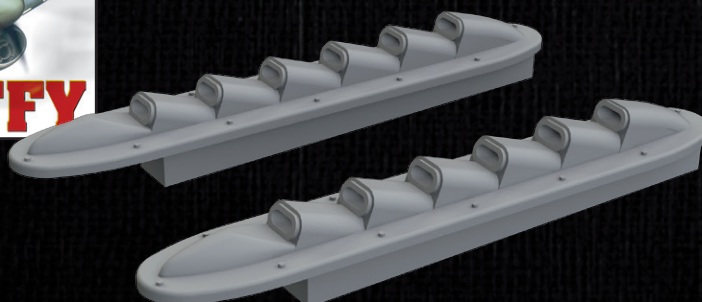

648315

Typhoon Mk.I exhaust stacks w/ fairing

1/48 Eduard



Recommended for
1131 kit.



Brassin set of exhaust stacks with faring for Typhoon Mk. I in 1/48 scale by Eduard/Hasegawa.

Set contains:

- resin: 2 parts,
- decals: no,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)

672129

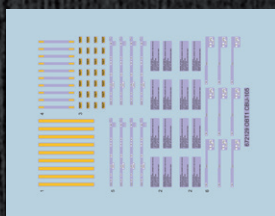
CBU-105

1/72

Brassin set of CBU-105 cluster bombs in 1/72 scale. Set includes six bombs and stencil decals.

Set contains:

- resin: 12 parts,
- decals: yes,
- photo-etched details: no,
- painting mask: no.

[Product Page](#)


672148

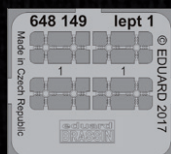
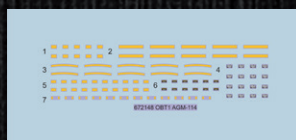
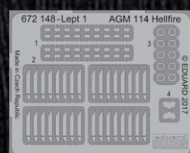
AGM-114 Hellfire

1/72

Brassin set of AGM-114 Hellfire air-to-surface rockets in 1/72 scale. Set includes two packs with four rockets each. Clear parts for the laser head unit.

Set contains:

- resin: 40 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)
672149
R-60 / AA-8 Aphid

1/72

Brassin set of R-60 / AA-8 Aphid rockets in 1/72 scale. Set contains 4 rockets and stencils.

Set contains:

- resin: 12 parts,
- decals: yes,
- photo-etched details: yes,
- painting mask: no.

[Product Page](#)

SIN64828

F-14A Weapons set

1/48 Tamiya

Collection of 3 Brassin sets for F-14A in 1/48 scale by Tamiya.

- AIM-54A Phoenix,
- AIM-9G/H Sidewinder,
- AIM-7E.

All sets included in this BIG SIN are available separately, but with every BIG SIN set you save up to 30%.

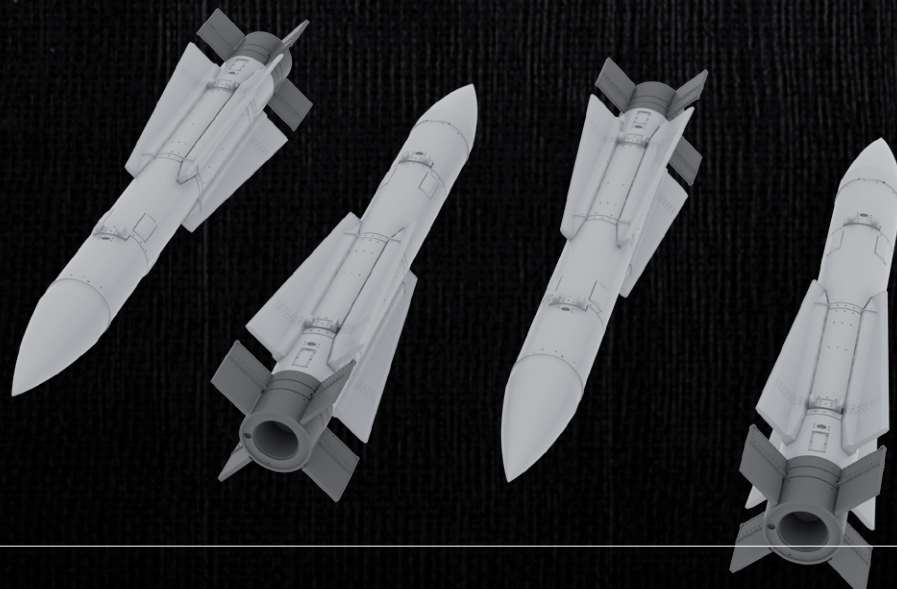
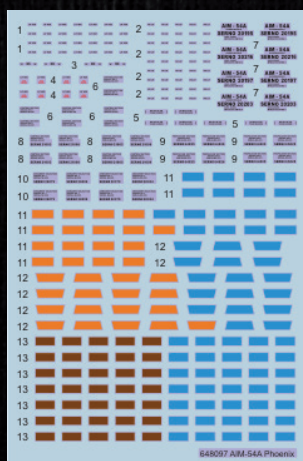
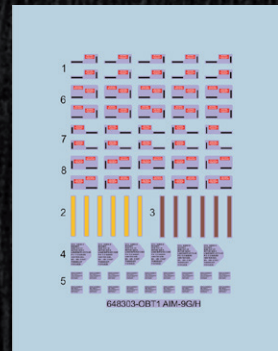
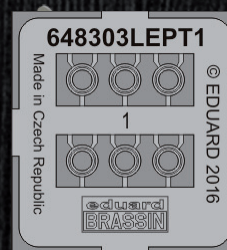
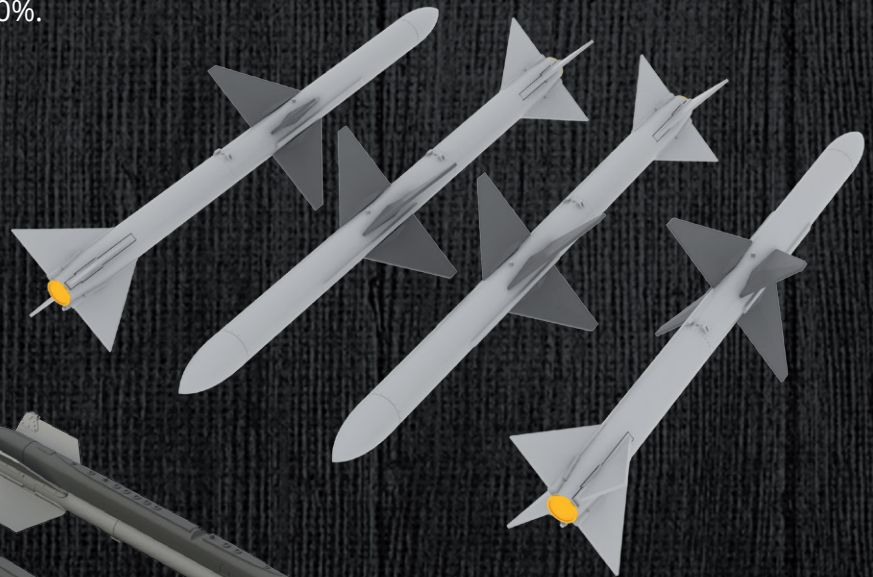
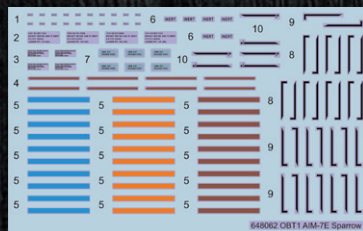


PHOTO-ETCHED SETS AND MASKS

SELECTED 03/2017

USS Iwo Jima LHD-7 1/350 Trumpeter

USS Iwo Jima LHD-7 pt.2 helicopters & vehicles 1/350 Trumpeter (53183)



USS Iwo Jima LHD-7 1/350 Trumpeter

USS Iwo Jima LHD-7 pt.3 superstructure 1/350 Trumpeter (53184)



M 40 U.S. self-propelled 155mm gun 1/35 Tamiya



M 40 U.S. self-propelled 155m gun 1/35 Tamiya (36354)

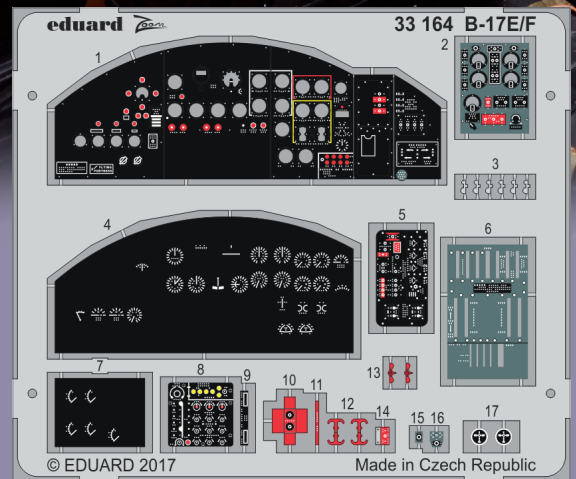


B-17E/F

1/32 HKM

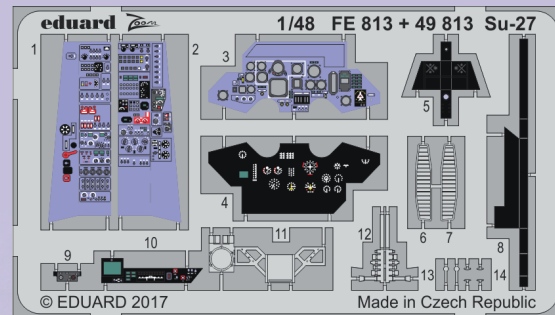


- B-17E/F exterior** 1/32 HKM (32401)
- B-17E/F interior** 1/32 HKM (32900)
- B-17E/F front interior** 1/32 HKM (32901)
- B-17F waist section** 1/32 HKM (32903)
- B-17E/F radio compartment** 1/32 HKM (32904)
- B-17E/F** 1/32 HKM (33164) (Zoom)

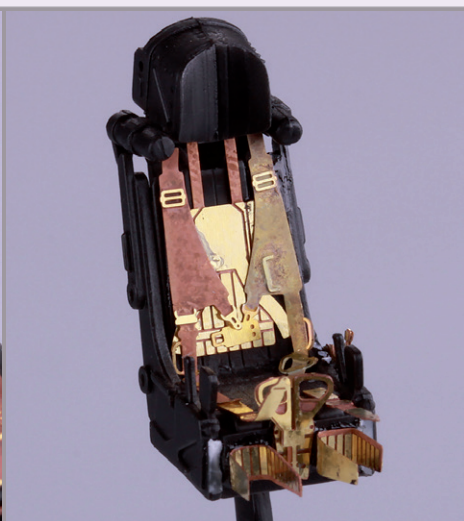


Su-27

1/48 Hobby Boss



- Su-27 exterior** 1/48 Hobby Boss (48917)
- Su-27** 1/48 Hobby Boss (49813)
- Su-27 seatbelts STEEL** 1/48 Hobby Boss (49814)
- Su-27 interior** 1/48 Hobby Boss (FE813) (Zoom)
- Su-27** 1/48 Hobby Boss (EX546) (Mask)



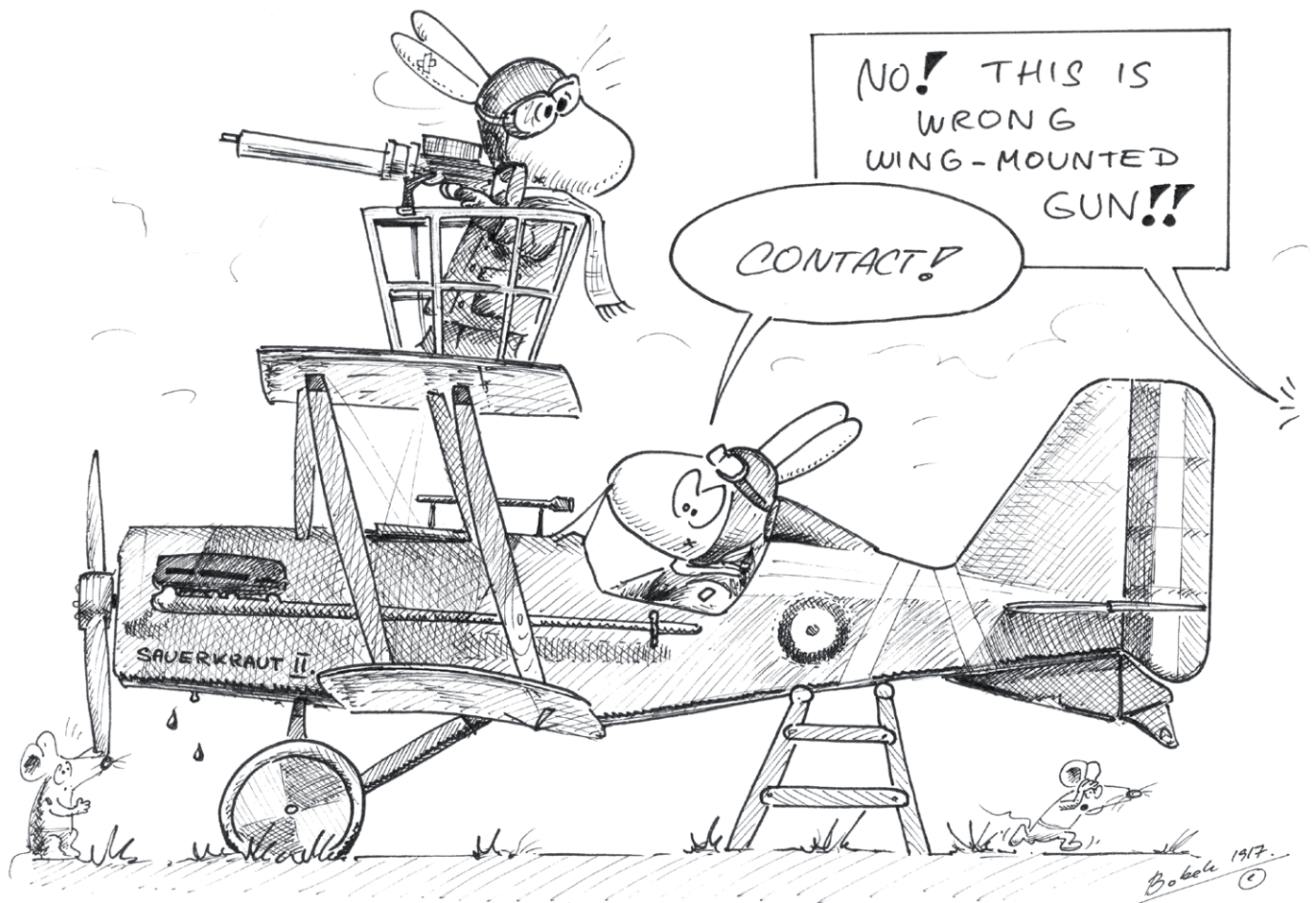
MiG-25RBT

1/48 ICM

MiG-25RBT exterior 1/48 ICM (48918)
 MiG-25RBT interior 1/48 ICM (49815)
 MiG-25RBT seatbelts **STEEL** 1/48 ICM (49816)
 MiG-25RBT interior 1/48 ICM (FE815) (Zoom)
 MiG-25RBT 1/48 ICM (EX545) (Mask)



E-BUNNY SQUAT



BIG ED

All sets included in this BIG ED are available separately, but with every BIG ED set you save up to 30%.



BIG3373 Me 262B-1 1/32 Revell



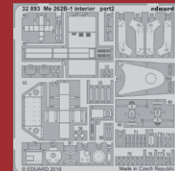
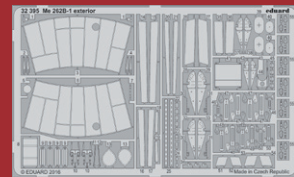
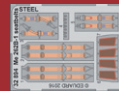
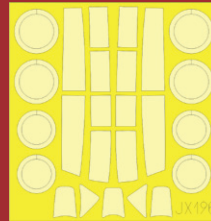
BIG72122 Victor B Mk.2 (BS) 1/72 Airfix



BIG72123 Whitley GR Mk.VII 1/72 Airfix

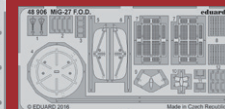
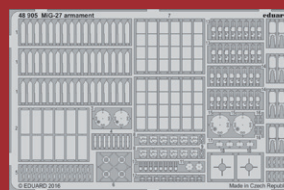
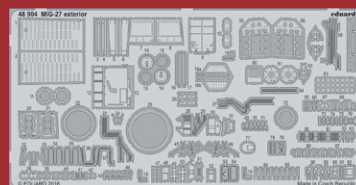
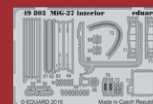
BIG3373 Me 262B-1 1/32 Revell

32893 Me 262B-1 interior
32895 Me 262B-1 exterior
32894 Me 262B-1 seatbelts STEEL
JX196 Me 262B-1



BIG49168 MiG-27 1/48 Trumpeter

49803 MiG-27 interior
48904 MiG-27 exterior
48905 MiG-27 armament
49804 MiG-27 seatbelts STEEL
48906 MiG-27 F.O.D.
EX537 MiG-27



BIG72122 Victor B Mk.2 (BS) 1/72 Airfix

73578 Victor B Mk.2 (BS) interior
72638 Victor B Mk.2 (BS) exterior
72644 Victor B Mk.2 (BS) air brakes
CX471 Victor B Mk.2 (BS)



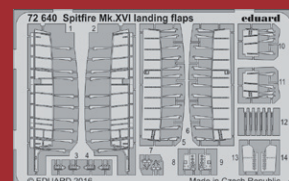
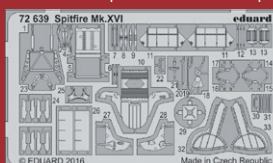
BIG72123 Whitley GR Mk.VII 1/72 Airfix

73577 Whitley GR Mk.VII
72636 Whitley GR Mk.VII landing flaps
72637 Whitley GR Mk.VII radar antennas
CX468 Whitley GR Mk.VII



BIG72124 Spitfire Mk.XVI Bubbletop 1/72 Eduard

72639 Spitfire Mk.XVI
72640 Spitfire Mk.XVI landing flaps
CX470 Spitfire Mk.XVI Bubbletop



BIG3373 Me 262B-1 1/32 Revell

BIG49168 MiG-27 1/48 Trumpeter

BIG72122 Victor B Mk.2 (BS) 1/72 Airfix

BIG72123 Whitley GR Mk.VII 1/72 Airfix

BIG72124 Spitfire Mk.XVI Bubbletop 1/72 Eduard

March 2017

KITS

82131	SE.5a Wolseley Viper	1/48	ProfiPACK
8282	Spitfire Mk.IXc early version	1/48	ProfiPACK
7431	Spitfire Mk.IXc late version	1/72	Weekend edition
7440	Fw 190F-8	1/72	Weekend edition
1131	TIFFY	1/48	Limited edition

PHOTO-ETCHED SET

53183	USS Iwo Jima LHD-7 pt.2 helicopters & vehicles	1/350	Trumpeter
53184	USS Iwo Jima LHD-7 pt.3 superstructure	1/350	Trumpeter
32401	B-17E/F exterior	1/32	HKM
32900	B-17E/F interior	1/32	HKM
32901	B-17E/F front interior	1/32	HKM
32903	B-17F waist section	1/32	HKM
32904	B-17E/F radio compartment	1/32	HKM
36354	M 40 U.S. self-propelled 155 m gun	1/35	Tamiya
48915	SE.5a stretchers	1/48	Eduard
48916	Typhoon Mk.Ib upgrade set	1/48	Eduard
48917	Su-27 exterior	1/48	Hobby Boss
48918	MiG-25RBT exterior	1/48	ICM
49813	Su-27	1/48	Hobby Boss
49814	Su-27 seatbelts STEEL	1/48	Hobby Boss
49815	MiG-25RBT interior	1/48	ICM
49816	MiG-25RBT seatbelts STEEL	1/48	ICM
72649	Spitfire Mk.IIa landing flaps	1/72	Revell
73588	Spitfire Mk.IIa	1/72	Revell
73589	Fw 190F-8 Weekend	1/72	Eduard

ZOOMS

33164	B-17E/F	1/32	HKM
FE813	Su-27	1/48	Hobby Boss
FE815	MiG-25RBT	1/48	ICM
FE817	Seatbelts USAAF WWII STEEL	1/48	
FE818	Seatbelts RAF late STEEL	1/48	
SS586	Seatbelts USAAF WWII STEEL	1/72	
SS587	Seatbelts RAF late STEEL	1/72	
SS588	Spitfire Mk.IIa	1/72	Revell
SS589	Fw 190F-8 interior Weekend	1/72	Eduard

MASKS

EX545	MiG-25RBT	1/48	ICM
EX546	Su-27	1/48	Hobby Boss
EX547	H-21C Shawnee	1/48	Italeri
CX479	Fw 190F-8	1/72	Eduard
CX480	Spitfire Mk.IIa	1/72	Revell

BIGED

BIG3373	Me 262B-1	1/32	Revell
BIG49168	MiG-27	1/48	Trumpeter
BIG72122	Victor B Mk.2 (BS)	1/72	Airfix
BIG72123	Whitley GR Mk.VII	1/72	Airfix
BIG72124	Spitfire Mk.XVI Bubbletop	1/72	Eduard

BRASSIN

632091	Mosquito FB Mk.VI right engine	1/32	Tamiya
648296	SE.5a propeller two-blade (left rotating)	1/48	Eduard
648297	SE.5a propeller two-blade (right rotating)	1/48	Eduard
648298	SE.5a radiator - Wolseley Viper	1/48	Eduard
648299	SE.5a guns	1/48	Eduard
648305	Spitfire Mk.IX top cowl early	1/48	Eduard
648306	Spitfire Mk.IX top cowl late	1/48	Eduard
648315	Typhoon Mk.I exhaust stacks w/ fairing	1/48	Eduard/Hasegawa
672129	CBU-105	1/72	
672148	AGM-114 Hellfire	1/72	
672149	R-60 / AA-8 Aphid	1/72	

BIGSIN

SIN64828	F-14A Weapons set	1/48	Tamiya
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Four-cannon Spitfire MK.VIII

Ingredients:

Aussie Eight 1/72 kit, Cat. No. 2119 - 1pc

Overtrees Cat. No. 70122X - 1pc

A teaspoon of skill

A full cup of determination

Cut the main gun bay cover (the one with one large bulge) off the Spitfire F Mk.IX upper wing. This part can be found on the 70120 G sprue.

Remove the main gun bay cover from the Spitfire Mk.VIII upper wing. Take the cover with the large bulge, insert into the hole and glue together.

Repeat on the other wing and let the glue harden.

In the meantime, the lower halves of the wings should be prepared for action. Create a hole for spent cartridges on the lower halves of the Spitfire Mk.VIII wings.

The hole should be placed here (see the Pic 5). Carefully cut the spent cartridge hole rim, reduce the plastic thickness in this area, and place over the newly opened hole in the Spitfire Mk.VIII wing. Repeat on the second wing.

Now glue all the wing parts together. The gun barrels can now be installed.

Use parts No. 10 – two from Aussie Eight and two from Overtrees. Outer gun barrels have to be shortened.

The wings are now complete, so serve with decals for Clive Caldwell's personal mount, camo scheme No.1.

Spitfire Mk.VIII can be topped with products from our Brassin range, such as exhaust stacks, wheels etc.

Note: The same recipe can be used to cook a 1/48 Spitfire as well.

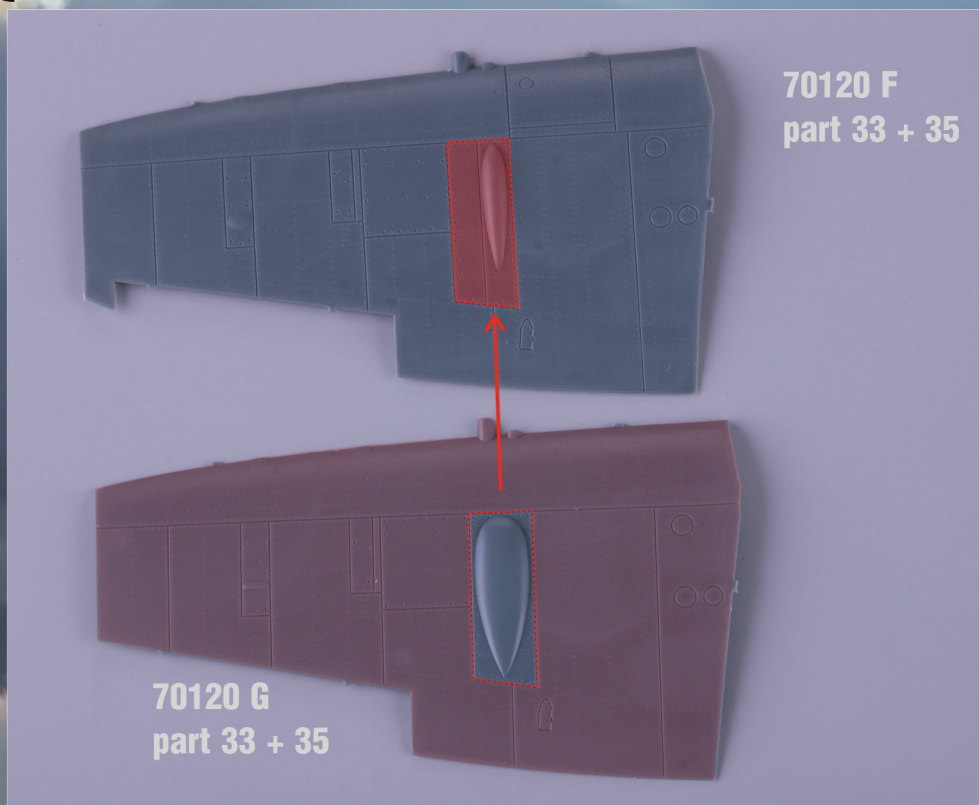
Enjoy the Spitfire!

Chef Gordon Edsay



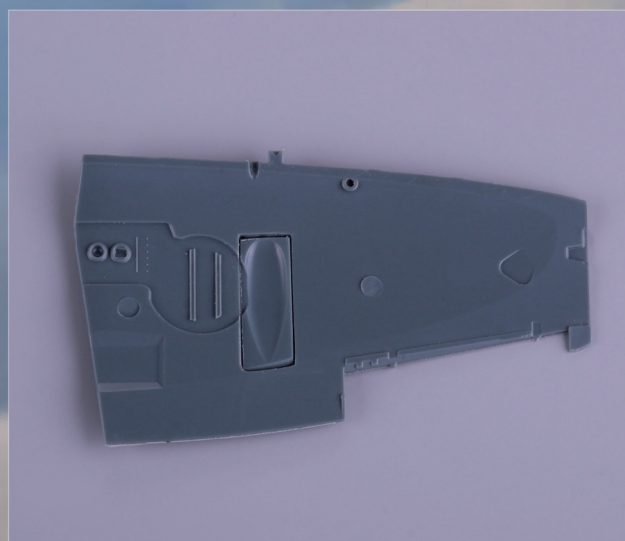
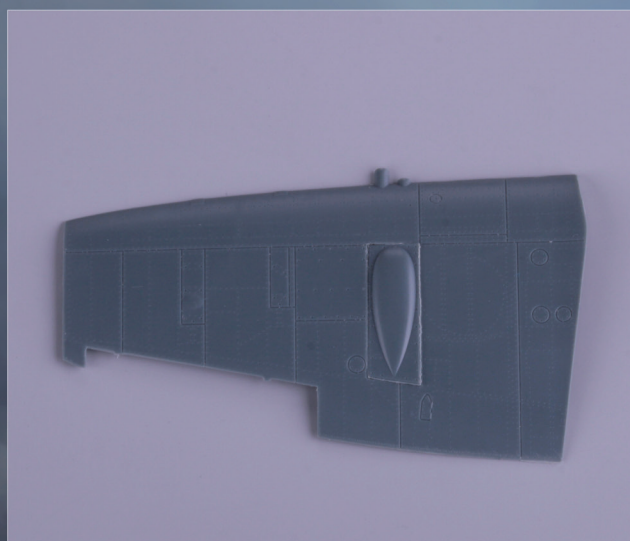
Aussie Eight

Four-cannon Spitfire Recipe



Aussie Eight

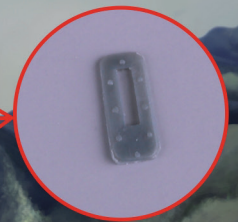
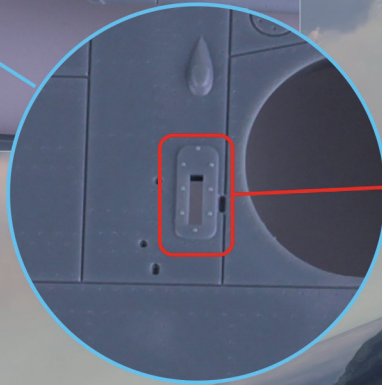
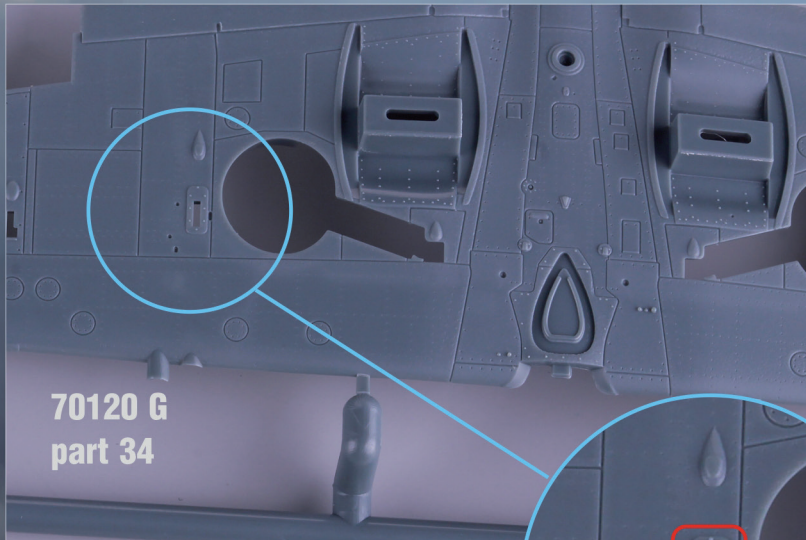
Four-cannon Spitfire Recipe



3

Aussie Eight

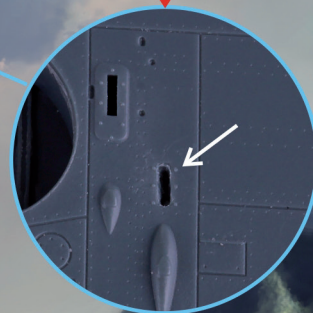
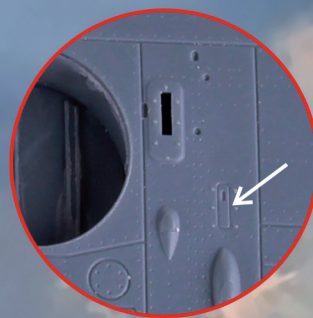
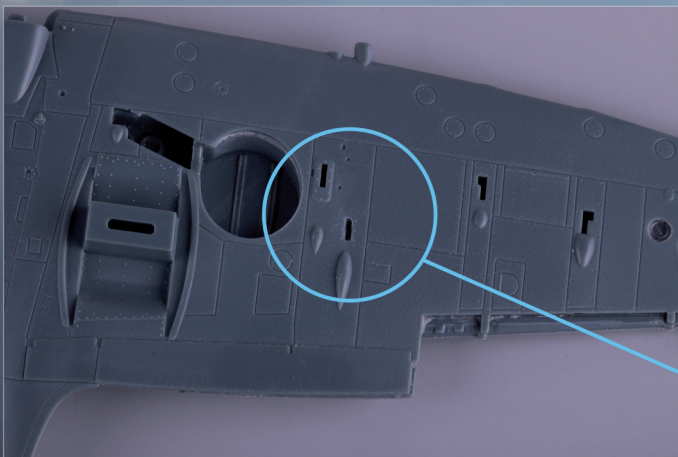
Four-cannon Spitfire Recipe



4

Aussie Eight

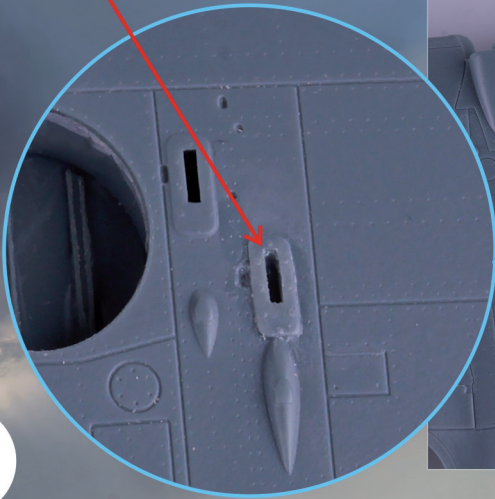
Four-cannon Spitfire Recipe



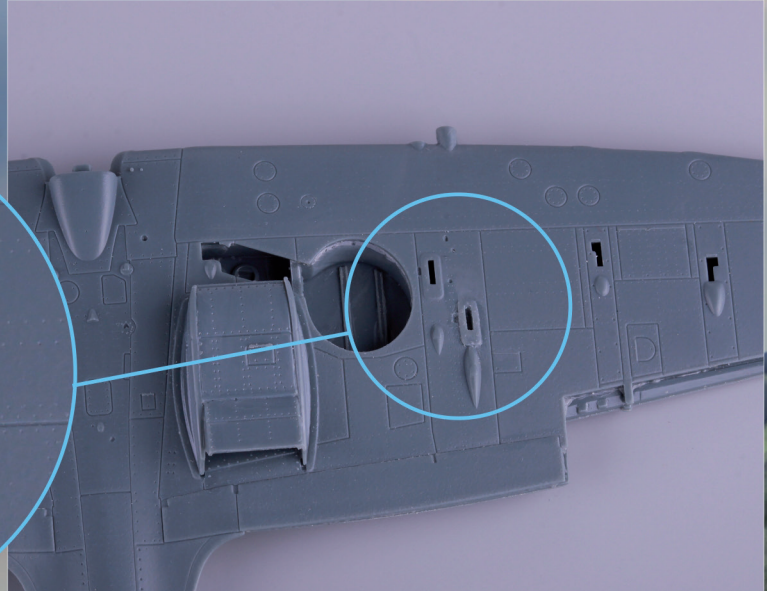
5

Aussie Eight

Four-cannon Spitfire Recipe



6



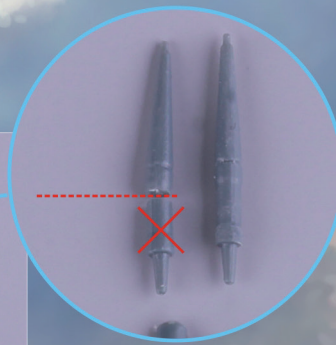
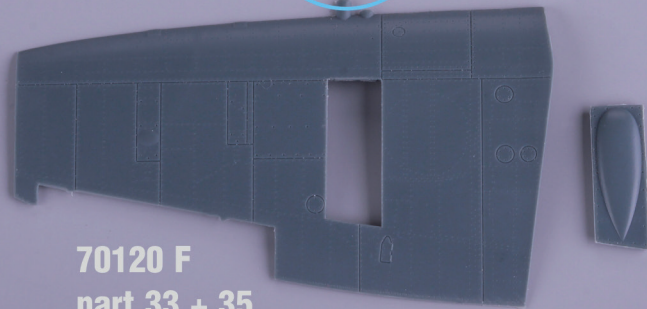
Aussie Eight

Four-cannon Spitfire Recipe

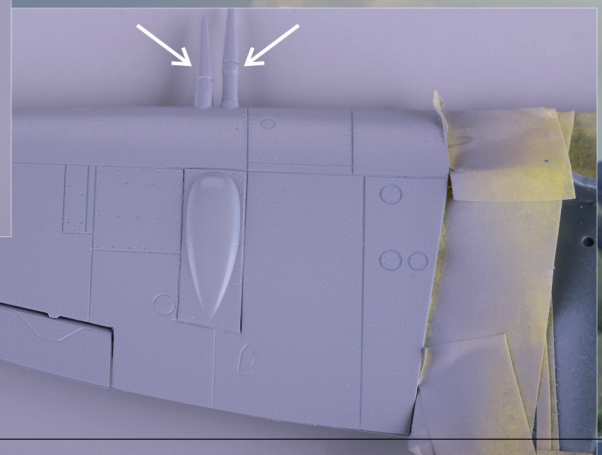
70120A
part 10 (2x)



70120 F
part 33 + 35



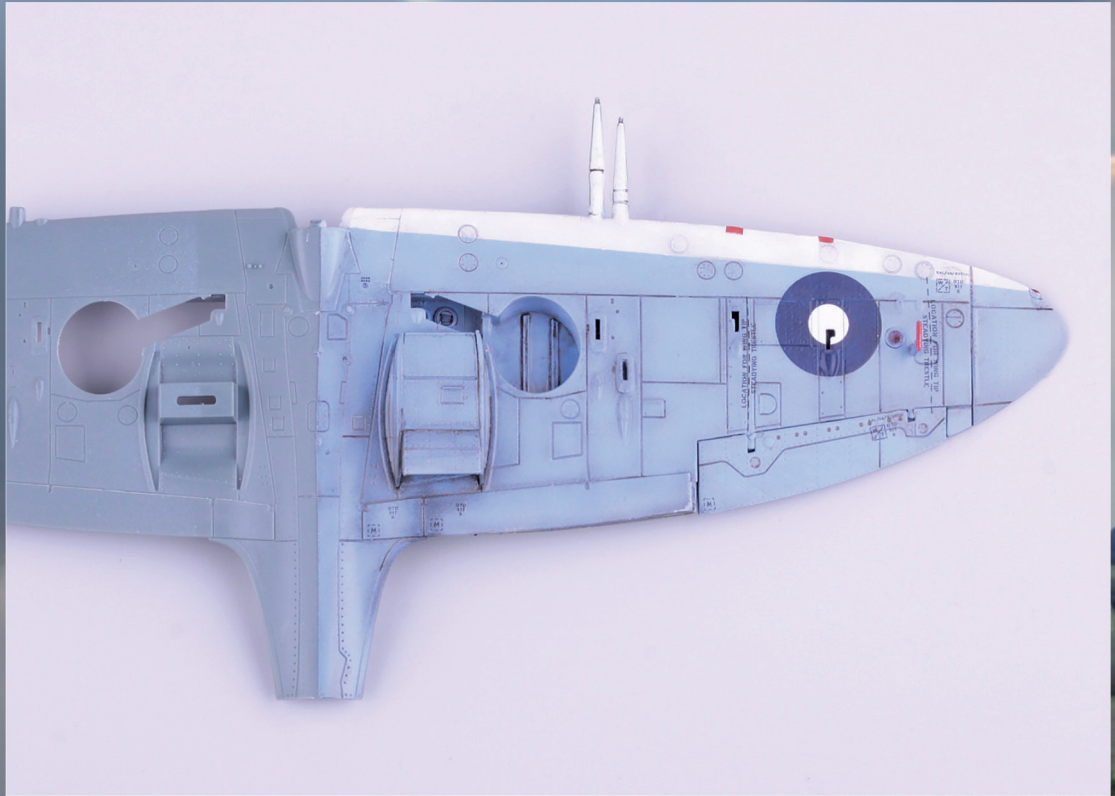
70120A
part 10 (2x)



7

Aussie Eight

Four-cannon Spitfire Recipe



8

Aussie Eight

Four-cannon Spitfire Recipe



9

eday

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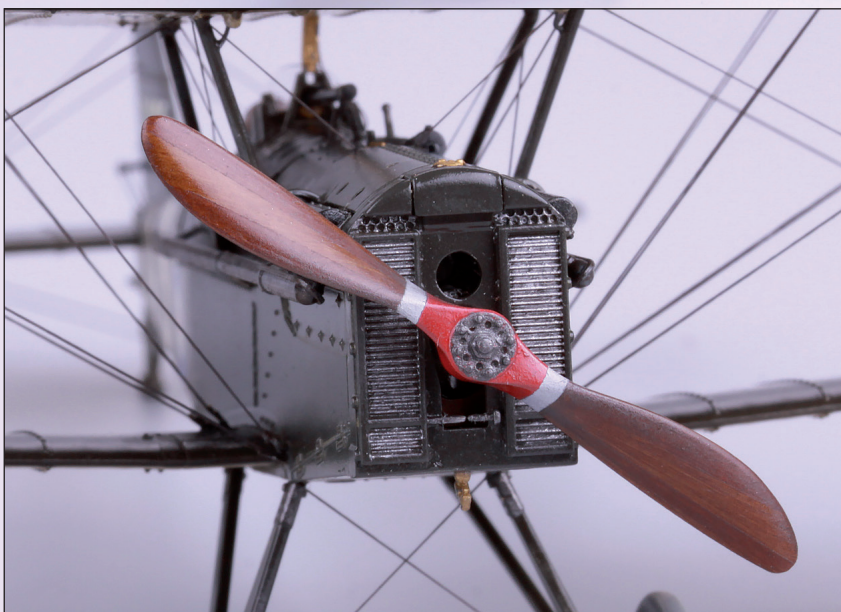
eduard
20
1992 - 2017

SE.5a 1/48



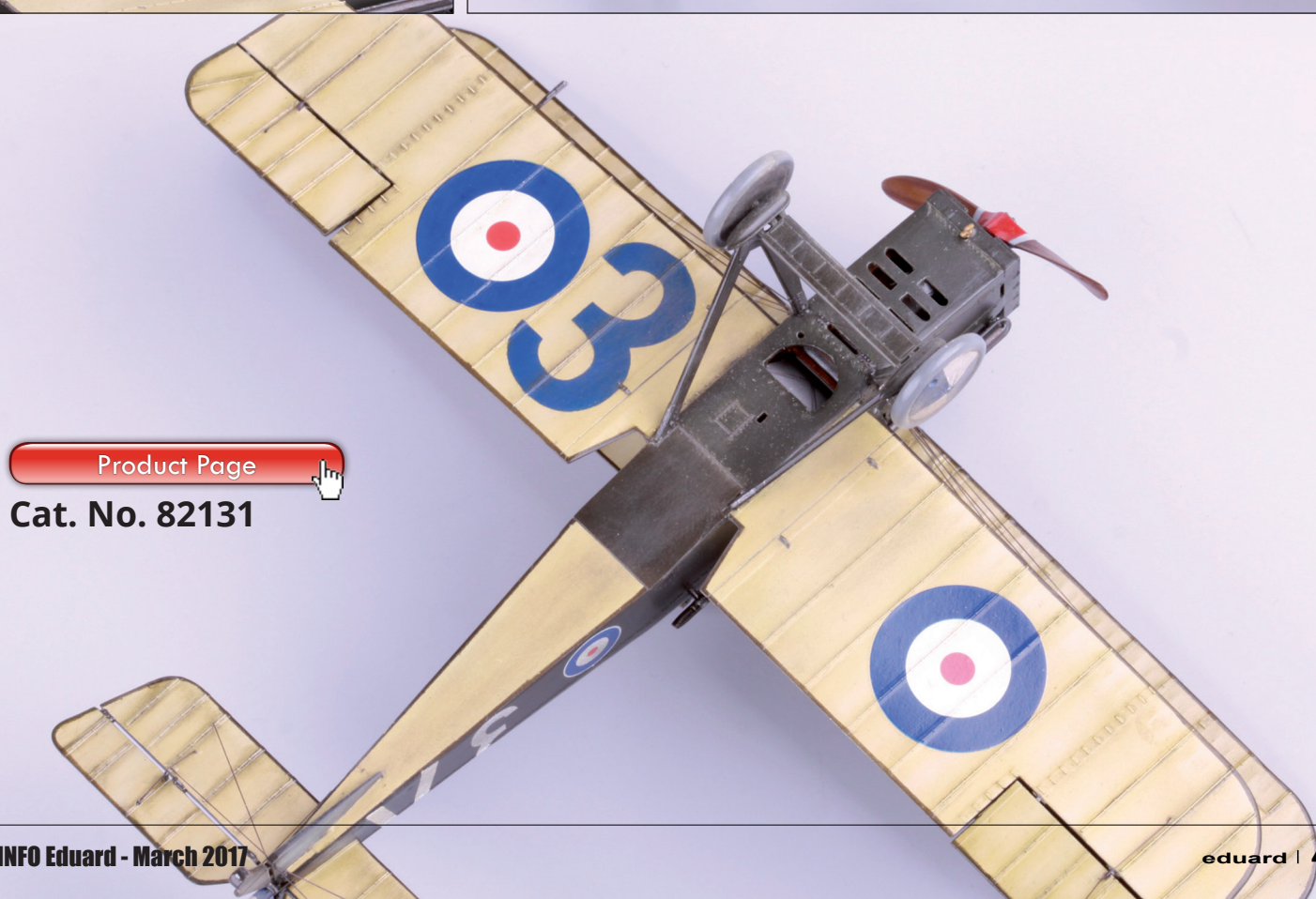
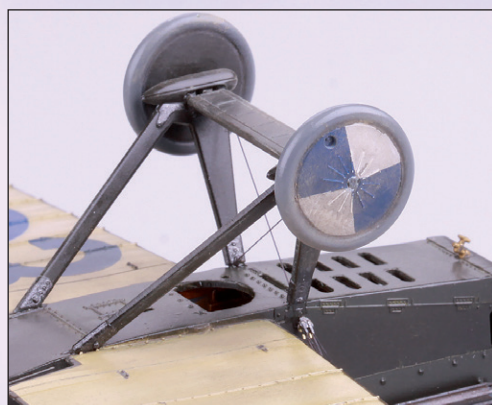
Camo A

built by Pavel Zimandl



C1096, Lt. H. J. Burden, No.56 Squadron, Valheureux, France, Spring 1918

The first Canadian fighter ace Henry John Burden was born on April 28th, 1894 in Toronto and his first taste of combat came in 1916 while with the Canadian Forestry Battalion in France. Originally, this unit was tasked with supplying wood as a strategic raw material to the British government. He joined the ranks of the RFC in April 1917, and after flight training he became a member of No.56 Squadron RFC in February 1918. The unit was equipped with the SE.5a. By the end of the war, he had 16 kills to his credit for which he was awarded the DSO and the DFC. White '3', which Lt. Burden flew at the begin of 1918, carried the standard british camouflage scheme. Upper and side surfaces were painted khaki PC 10. The bottom surfaces remained in the normal canvas colour. The PC 10 colour partially bordered along the lower surfaces. The first series SE.5a aircraft built for the RAF, of which this aircraft was a part, differed in the location of the national markings on the wings.



[Product Page](#)

Cat. No. 82131

SE.5a 1/48

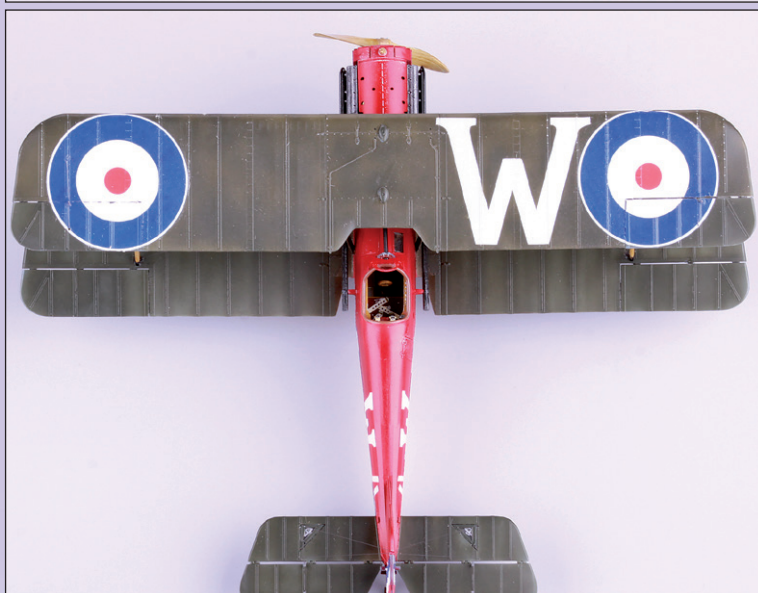


Camo E
built by Martin Jirkal



C1149, Capt. D. W. Grinnell-Milne, No.56 Squadron, Bethencourt, France, January 1919

British fighter ace Duncan William Grinnell-Milne was born on August 6th, 1896 in London and at the age of thirteen he joined the ranks of the 5th Battalion Rifle Brigade (Prince Consort's Own). After the beginning of the war, he was deemed too young for service at the Front, and was left on the island. He was subsequently assigned to the RFC and underwent pilot training. On September 29th, 1915 he received orders that assigned him to No.16 Squadron, RFC. As a member of this unit, he took part in the fighting, but on December 1st, 1916 he was shot down and taken prisoner. He managed to escape in April 1918 and return to the British side of the Front. After that, he was assigned to No.56 Squadron, equipped with the SE.5a. On December 17th, 1918 he was assigned CO of this unit. He had the fuselage of his SE.5a painted red and named it 'Schweinhund' as a reference to his time in German captivity.



[Product Page](#)

Cat. No. 82131

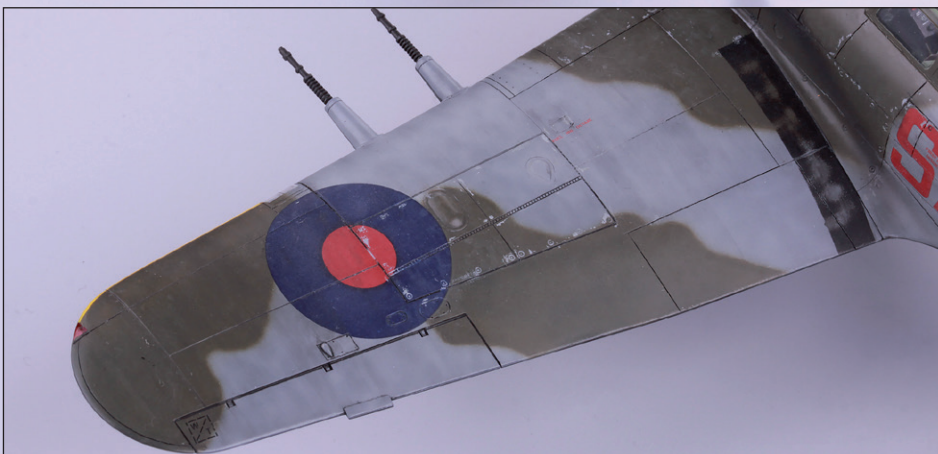


1/48

TIFFY



Camo D
built by Josef Blažek



R8697, No.486 Squadron RNZAF, RAF Wittering air base, August 1942

No.486 Squadron was formed on March 7th, 1942 at RAF Kirton on Lindsay in Lincolnshire County. It's primary task was that of night fighting and it was equipped with the Hurricane. In short order, the unit was re-equipped with the Typhoon. A number of the aircraft were painted black on their lower surfaces, and this included painting over of the national markings. In accordance with orders, the fuselage codes of these were painted Dull Red, as was the standard for night fighter units. No. 486 Squadron used the Typhoon up to January 1944, when the unit rearmed with the types' successor, the Hawker Tempest.



[Product Page](#)

Cat. No. 1131

1/48

TIFFY



Camo B

built by Jakub Nademlejnský



R8893, No.182 Squadron, RAF Martlesham Heath air base, November 1942

No.182 Squadron was formed on August 25th, 1942 at Martlesham Heath and was equipped with the Typhoon. It operated against targets in occupied France and supported the Normandy landings. Subsequently, the unit was relocated to France, from where it supported the allied thrust deeper into Germany. On September 30th, 1945 No.182 Squadron was disbanded at Lübeck. With the white nose, this aircraft served between November 19th and December 5th, 1942, when the marking served as an aid to differentiate between friendly and enemy aircraft. In addition, the lower wing surfaces were painted with four black stripes twelve inches in width and twenty-four inches apart. Another identifier was introduced after the loss of two No.56 Squadron Typhoons to Spitfires on June 1st, 1942 and comprised twelve inch wide yellow bands on the upper wing surfaces.



[Product Page](#)

Cat. No. 1131



1/48

TIFFY



Camo C

built by Petr Zatřepálek



JP504, No.197 Squadron, RAF Tangmere air base, 1943

No.197 Squadron RAF was formed on November 21st, 1942 and its home base became RAF Turnhouse. It was equipped with the Typhoon Mk.I from the outset. After mandatory training, the unit took part in combat operations against targets in France in support of the Normandy landings. This was followed by relocation to France and covering the allied advance into the heart of Germany. No.197 Squadron ended its service career at Hildesheim, where on August 31st, 1945 it was disbanded. The depicted aircraft was flown by the Squadron CO. For quicker identification of the CO's aircraft during forming up, the inner landing gear covers were painted black and also received white lines. An identifying mark to better recognize the Typhoon consisted of the four twelve inch black bands under each wing, with a twenty-four inch space between them that from December 1942 was painted white. The aircraft carries bomb racks.



[Product Page](#)

Cat. No. 1131

1/72

Aussie Eight



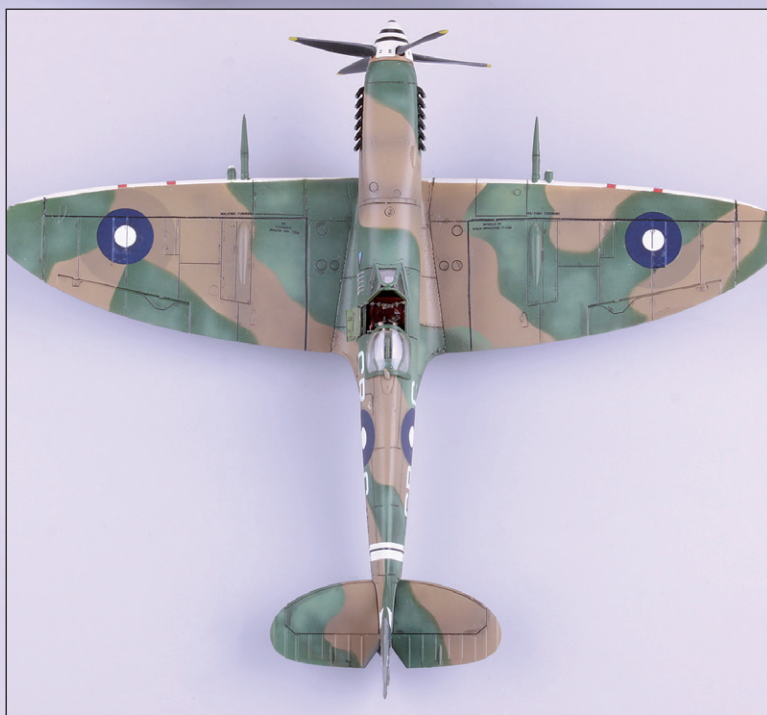
Camo 1

built by Tomáš Török



A58-484, G/C Clive Caldwell, the CO of No. 80 Wing, Morotai, March 1945

The aircraft seems to have suffered some damage to the fin and rudder. There are signs of repair work on the top of fin, which has probably been painted in Grey undercoat. A replacement rudder, apparently finished in Ocean Grey and Dark Green, has been fitted.



[Product page](#)

Cat. No. 2119

Bf 109G-2

1/48

Camo D
built by Jan Novotný



Bf 109G-2/R6 W. Nr. 13949, Mjr. Hans Hahn, II./ JG 54, Rjelbitzy, Soviet Union, January 1943

Hans Hahn, a fighter ace and holder of the Knight's Cross with Oak Leaves, held a list of command positions throughout his career. From December 1939, he commanded 4./JG 2, and from October 29th, 1940 he led III./JG 2. Starting on November 1st, 1942, he took over command of II./JG 54, and he commanded this Gruppe up to February 21st, 1943, when he was shot down and taken prisoner by the Soviets. He wasn't freed until 1950. At the time of his capture, he had attained 108 kills, 66 of which were on the Western Front. According to Russian sources, 'Assi' Hahn was shot down by Soviet ace Lt. P. Grazhdaninov. Hahn himself noted that after shooting down an La-5, he was hit in the port wing and suffering an overheated engine, he was forced to land behind Soviet lines, where he was captured. The aircraft was oversprayed in white on the upper and side surfaces in order to better suit winter conditions. Double chevron and the horizontal bar on the rear fuselage is the CO marking of II.Gruppe, and this Group's unit emblem appears below the windscreen, and JG 54's Green Heart – Grünherz – marking is also present. The spinner and the lower sides of the engine cowl are also lightly sprayed over in white.



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Product Page

Cat. No. 82116

Bf 109G-6 Erla

1/48



Camo B
built by Petr Zatřepálek



W. Nr. 15909, Hptm. Gerhard Barkhorn, Stab II./ JG 52,
Anapa, Soviet Union, September 1943

The personal aircraft of Gerhard Barkhorn, the CO of II./JG 52, was manufactured by the Erla factory. At least a part of Erla G-6 production utilized the cowlings designed for the G-5 version with an additional small bump on the right side. The name 'Christl' is a reference to Barkhorn's wife Christa. The black double chevron identifies the Gruppe's CO aircraft. Barkhorn achieved 301 aerial victories during WWII, all of them as a member of JG 52, putting him in second place among German fighter aces. The first victim was downed on July 2, 1940 and the last on January 5, 1945. In 1945, Barkhorn became the CO of JG 6 and flew Me 262 jet fighters as a member of JV 44 shortly before the German surrender. In the post war era he joined Bundesluftwaffe. Barkhorn was awarded the Knight's Cross on August 23, 1942 with Oak Leaves (on January 11, 1944) and Swords (on March 2, 1944).



Product Page



Cat. No. 84142



BUILT

MiG-21 MIF

in Czechoslovak service



built by Petr Zatřepálek

1/144



MiG-21MF, 5th Fighter Regiment, 1st Squadron, Line air base,
1974 - ca 1983



[Product Page](#)

Cat. No. 4434



MiG-21MF, 11th Fighter Regiment, 2nd Squadron,
Zatec air base, 1991

NEXT MONTH...



BIG49169



BIG72125

BIGED (April)

BIG3374 B-17E/F Part 1. 1/32 HKM

BIG49169 F-14A 1/48 Tamiya

BIG72125 Fw 189A-1 1/72 ICM

BRASSIN (April)



632092 Mosquito FB Mk.VI left engine 1/32 Tamiya

648276 CBU-105 1/48

648294 GBU-39 w/ BRU-61 1/48

648307 Spitfire Mk.XVI top cowl 1/48 Eduard

648311 F-14A exhaust nozzles 1/48 Tamiya

648313 F-4J wheels 1/48 Zoukei Mura

648314 F-4J exhaust nozzles 1/48 Zoukei Mura

648316 Ki-61-IId exhaust stacks 1/48 Tamiya

672070 IRIS-T 1/72

672150 Spitfire Mk.IXc gun bays 1/72 Eduard

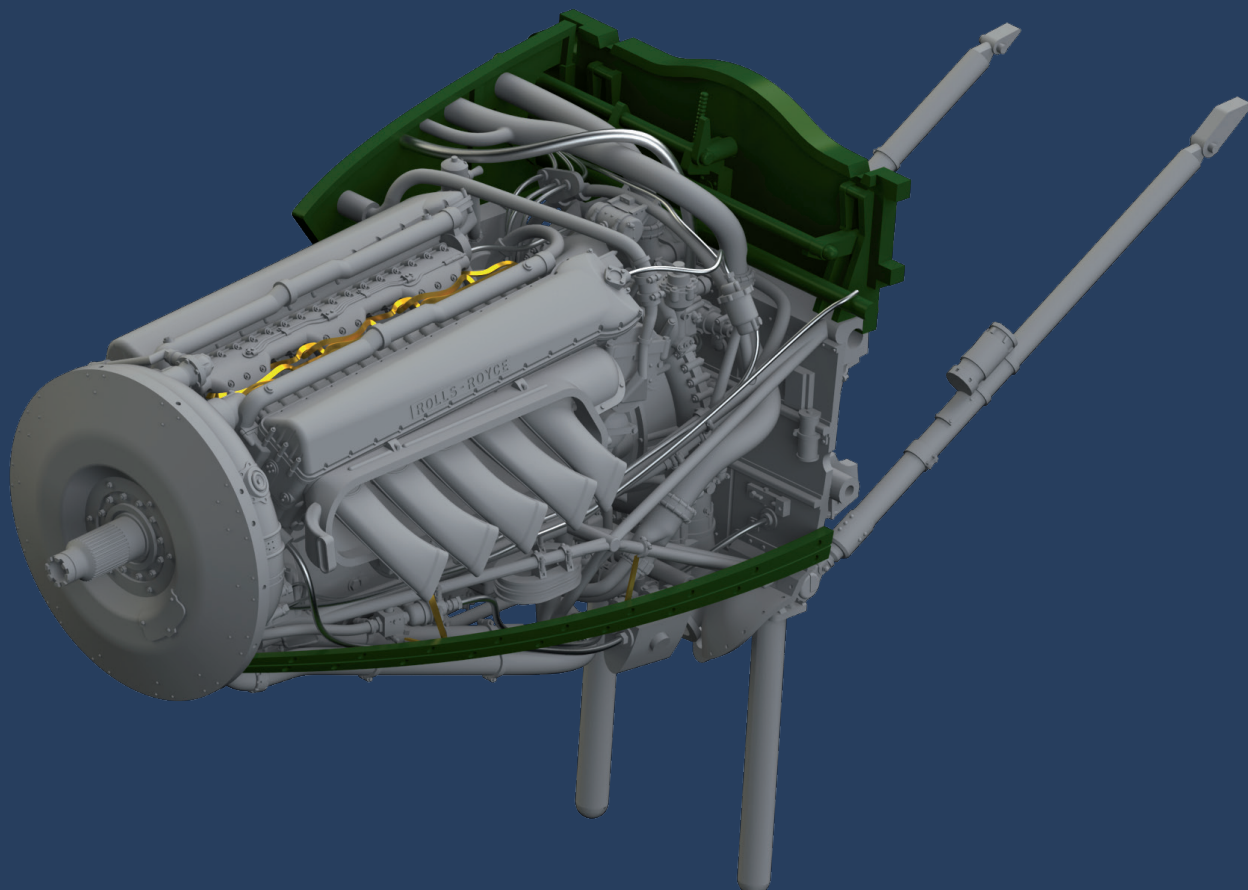
672151 R-73 / AA-11 Archer 1/72

672155 Spitfire Mk.VIII top cowl 1/72 Eduard

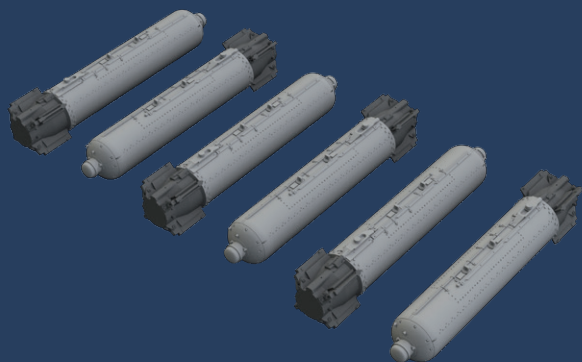
BRASSIN (April)

BIG64829 Bf 109F ESSENTIAL 1/48 Eduard

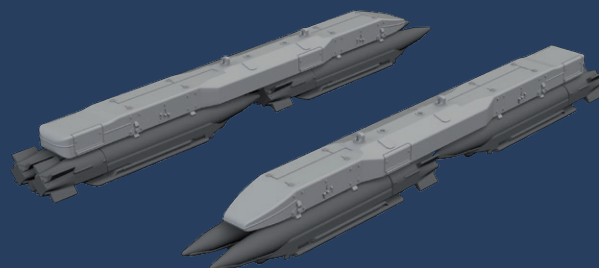
632092 Mosquito FB Mk.VI left engine 1/32 Tamiya



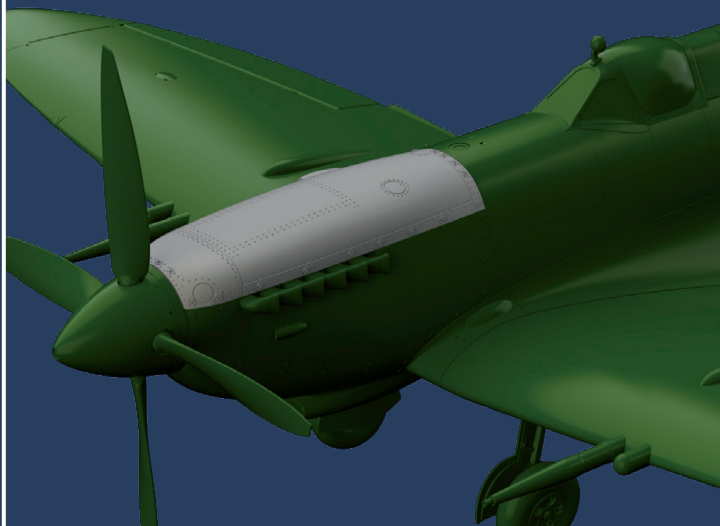
648276 CBU-105 1/48



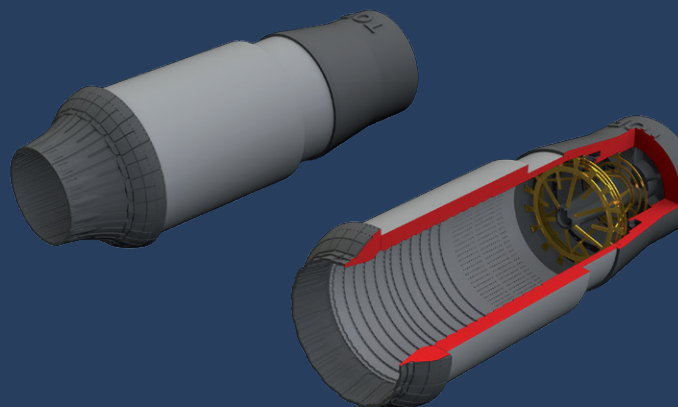
648294 GBU-39 w/ BRU-61 1/48



648307 Spitfire Mk.XVI top cowl 1/48 Eduard



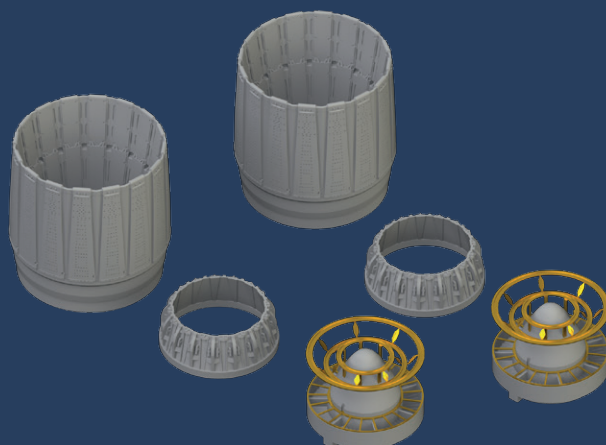
648311 F-14A exhaust nozzles 1/48 Tamiya



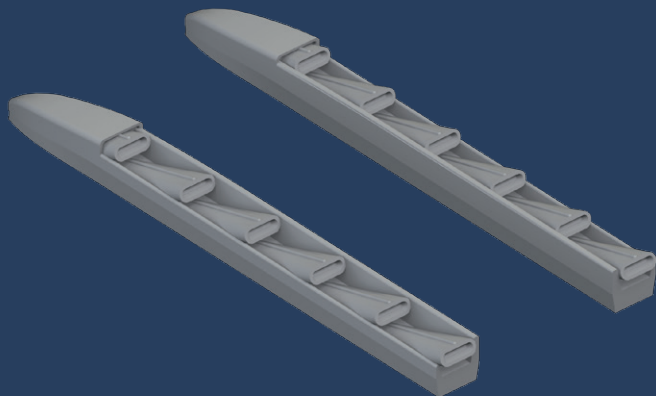
648313 F-4J wheels 1/48 Zoukei Mura



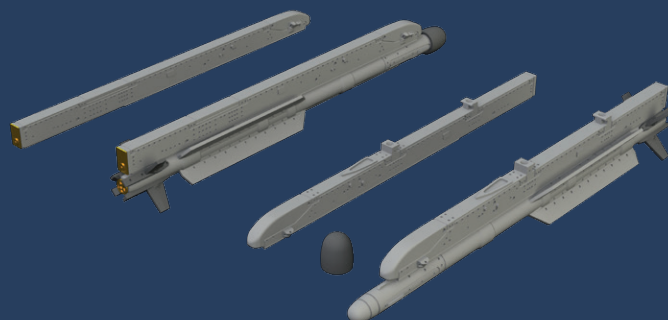
648314 F-4J exhaust nozzles 1/48 Zoukei Mura



648316 Ki-61-IId exhaust stacks 1/48 Tamiya



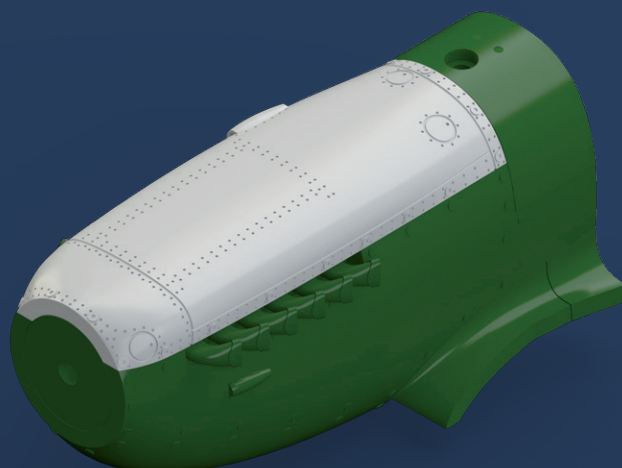
672070 IRIS-T 1/72



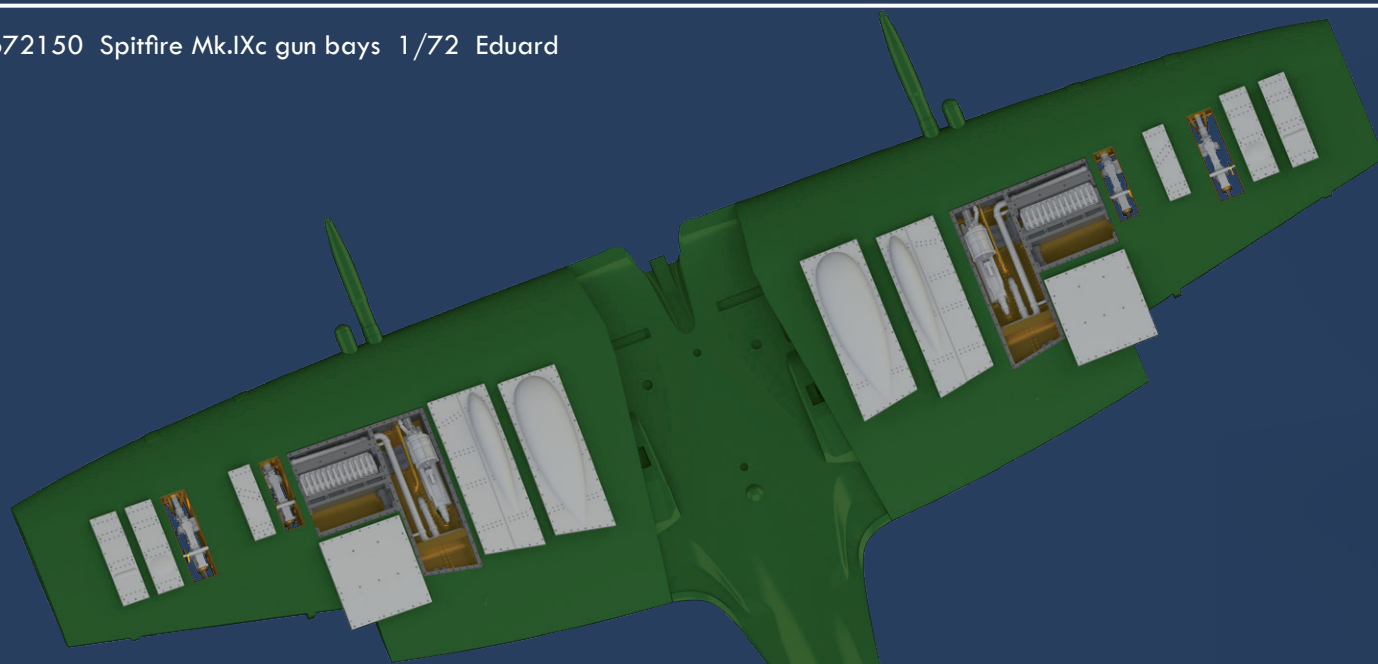
672151 R-73 / AA-11 Archer 1/72



672155 Spitfire Mk.VIII top cowl 1/72 Eduard



672150 Spitfire Mk.IXc gun bays 1/72 Eduard



ON APPROACH

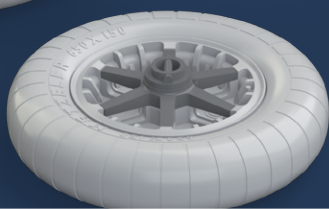
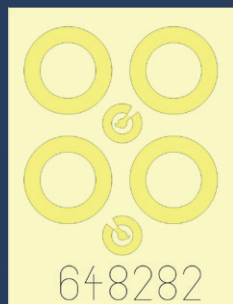
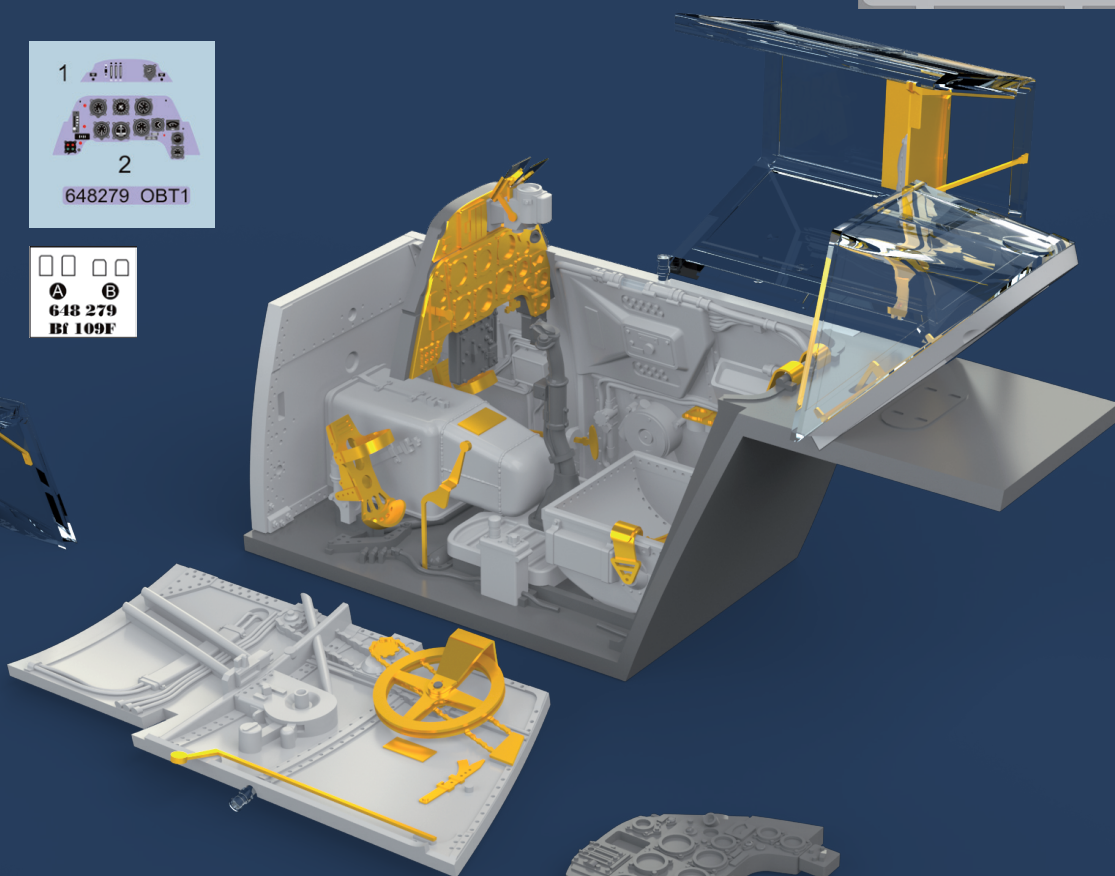
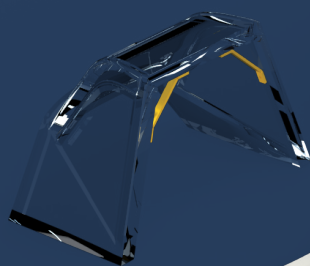
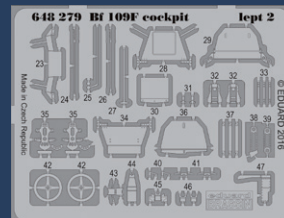
April 2017

BIG64829 Bf 109F ESSENTIAL 1/48 Eduard

Collection of 3 Brassin sets for Bf 109F
in 1/48 scale by Eduard.

- cockpit,
- wheels,
- bronze undercarriage legs.

All sets included in this BIG SIN are available separately,
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70103

Avia B-534 early series

1/72

ProfiPACK
edition

ON APPROACH

April 2017 / kits



82115 1/48

Bf 109F-2

ProfiPACK
edition

2116 1/72

HIND Mi-24

eduard
LIMITED EDITION

REEDITION

8493 1/48

Fokker F.I

WEEKEND
edition

PHOTO-ETCHED

53185	USS Iwo Jima LHD-7 pt.4 railings & safety nets	1/350	Trumpeter
53186	USS Iwo Jima LHD-7 pt.5 life rafts	1/350	Trumpeter
32402	Tempest Mk.II landing flaps	1/32	Special Hobby
32905	Tempest Mk.II	1/32	Special Hobby
32906	Tempest Mk.II seatbelts STEEL	1/32	Special Hobby
36355	M 40 U.S. self-propelled 155 mm gun - perforated platform	1/35	Tamiya
48919	Bf 109F-2	1/48	Eduard
48920	Ki-61-IId landing flaps	1/48	Tamiya
48921	Su-34 exterior	1/48	Hobby Boss
49819	H-21C cockpit seatbelts STEEL	1/48	Italeri
49820	H-21C cargo interior seats STEEL	1/48	Italeri
49821	H-21C	1/48	Italeri
49822	Ki-61-IId	1/48	Tamiya
49823	Ki-61-IId seatbelts STEEL	1/48	Tamiya
49824	Su-34 interior	1/48	Hobby Boss
49825	Su-34 seatbelts STEEL	1/48	Hobby Boss
72647	Do 17Z-2 bomb bay	1/72	ICM
72648	Do 17Z-2 landing flaps	1/72	ICM
73583	Mirage F.1B	1/72	Special Hobby

PHOTO-ETCHED SETS (April)

73584	Do 17Z-2	1/72	ICM
73585	Do 17Z-2 seatbelts STEEL	1/72	ICM

ZOOMY

33165	Tempest Mk.II	1/32	Special Hobby
FE821	H-21C	1/48	Italeri
FE822	Ki-61-IId	1/48	Tamiya
FE824	Su-34	1/48	Hobby Boss
FE827	Seatbelts IJAAF WWII STEEL	1/48	
FE828	Seatbelts USN WWII fighters STEEL	1/48	
SS583	Mirage F.1B	1/72	Special Hobby
SS584	Do 17Z-2	1/72	ICM
SS590	Seatbelts IJAAF WWII STEEL	1/72	
SS591	Seatbelts USN WWII fighters STEEL	1/72	

H-21C 1/48 Italeri



Do 17Z-2 1/72 ICM

